

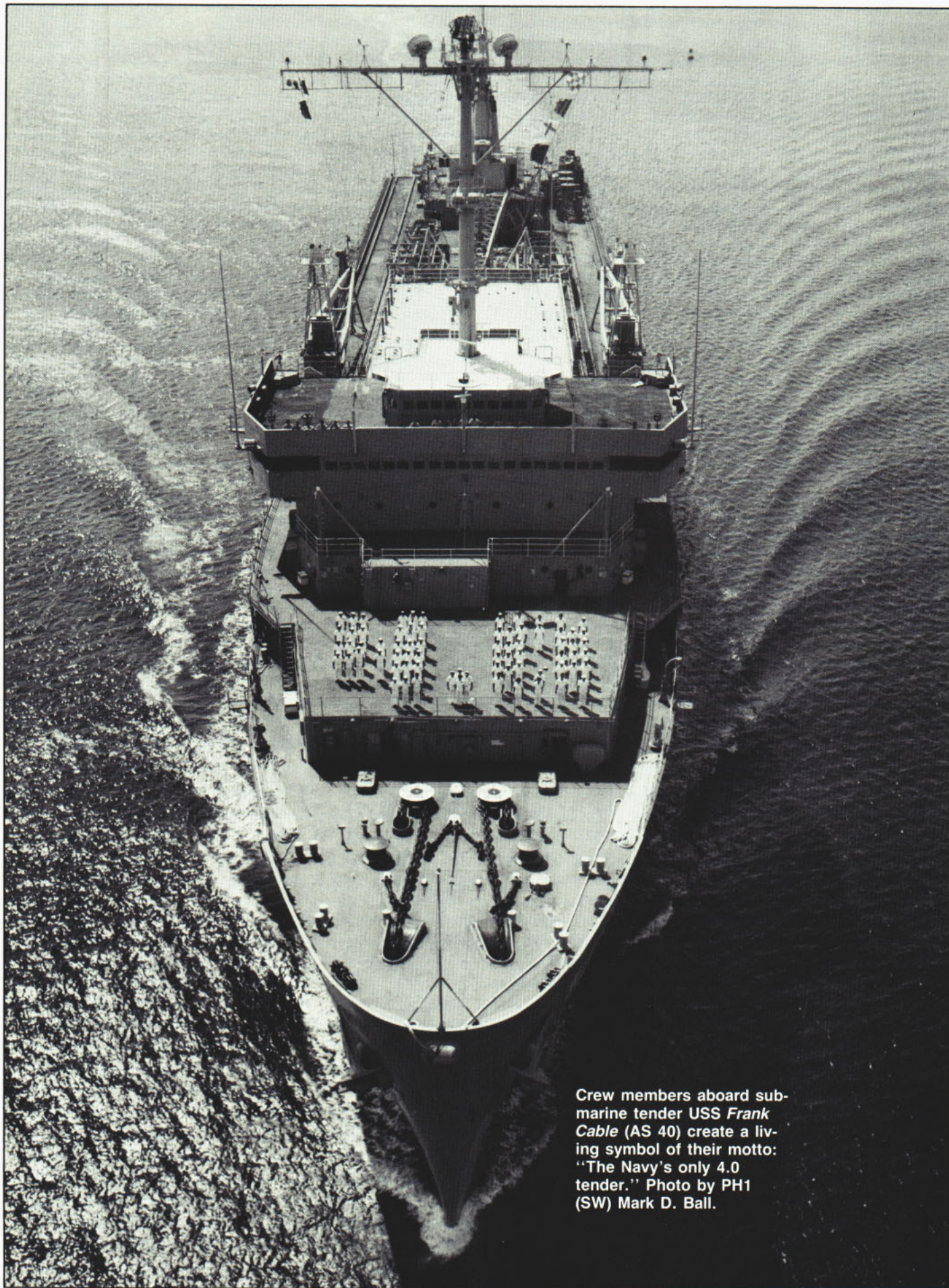


ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1988

-
- Duty in Norfolk
 - Survivor Benefits
-



Crew members aboard submarine tender USS *Frank Cable* (AS 40) create a living symbol of their motto: "The Navy's only 4.0 tender." Photo by PH1 (SW) Mark D. Ball.

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1988 — NUMBER 850

65th YEAR OF PUBLICATION



Photo by J01 Lynn Jenkins

2nd and 7th Fleet command platforms — Page 4

4 **More brains than brawn**
LCCs — nerve centers for the fleet

8 **Capt. John Moore**
Jane's helm passed to new editor

11 **Portland to Portland**
A journey through space and time

13 **Avenger comes on line**
New wooden-hulled ship commissioned

16 **Lone Sailor begins vigil**
Navy Memorial established

18 **Norfolk**
Duty in a Navy town

35 **Navy Rights & Benefits No. 1**
Survivor Benefits

45 **Index**
All Hands for 1987

2 Navy Currents / **29** Bearings / **44** Mail Buoy / Reunions

Front Cover: USS *Theodore Roosevelt* (CVN 71) in the Newport News shipyard. See story Page 18. Photo by PH1 Chuck Mussi.

Back Cover: Newly commissioned USS *Avenger* (MCM 1) is equipped with a mine neutralization vehicle. Actually a remotely piloted submersible, the vehicle hunts mines with sonar, sending back a television picture to operators on the ship, and finally detonating mines by dropping small explosive charges. See story Page 13. Photo by PH1 (AC) W. V. Breyfogle.

Navy Currents

Active-duty dental plan

The military services' new Active-Duty Dependents Dental Plan relies heavily on information provided by the Defense Enrollment Eligibility Reporting System to determine who is eligible for the plan.

DEERS is a computerized listing of active duty and retired military personnel and their family members. The DEERS listings are used to determine eligibility for military medical care and CHAMPUS benefits, as well as for the dental plan.

The contractor for the dental program, Delta Dental Plan of California, will be using information from the DEERS data base to make sure that any active-duty family member listed on a claim is enrolled in the plan. If the family member isn't listed, Delta Dental Plan will hold the claim for up to 60 days, and will notify both DEERS and the active-duty family member that the claim is being held.

For this reason, it is important for all active-duty military sponsors to make sure information in the DEERS files about them and their families is accurate and up-to-date.

Any new enrollments or information will be received and processed by each uniformed service's finance center and personnel offices. Delta Dental Plan will update their enrollment files monthly based on new information received from DEERS. Contact your personnel office for further information. □

Navy astronauts honored

The newly-constructed Shepard-Glenn Command Center for Space Systems Operations, in Dahlgren, Va., was dedicated Oct. 1 by its namesakes, Alan B. Shepard Jr. and Senator John H. Glenn Jr. (D-Ohio).

Chief of Naval Operations Adm. Carlisle A. H. Trost spoke at the dedication.

Shepard and Glenn were the first two naval aviators to travel in space. Shepard, now a

retired Navy rear admiral, became the first American in space with his suborbital flight on May 5, 1961. Glenn, a retired Marine colonel, flew the United States' first manned orbital mission Feb. 20, 1962.

The 30,000-square-foot command and control center is the new headquarters for the Naval Space Command. The operations center is designed to monitor and control naval space activities into the 21st century. □

Danger pay retroactive

The Navy has determined that the crews of USS *Fox* (CG 33), USS *Kidd* (DDG 993) and USS *Crommelin* (FFG 37) are entitled to imminent danger pay for the month of July 1987.

The entitlement is based on the on-scene commander's determination that crew members were in danger from the mine explosion that damaged the tanker *Bridgeton* on July 24. The ships were on escort duty when the *Bridgeton* struck a mine while transiting the Persian Gulf.

Men aboard these ships July 24 and uniformed personnel aboard the tankers under escort are entitled to a payment of \$110, even though the area had not yet been designated an imminent danger pay zone. On Aug. 25, the Secretary of Defense designated the entire Persian Gulf region as a zone for payment of the monthly imminent danger pay. □

Beware of insurance hoax

A GI insurance dividend hoax that has, from time to time, been aimed at veterans over the past 25 years, is again plaguing the Veterans Administration, this time with a new target — the Vietnam-era veteran.

Mysterious announcements have appeared, promising dividends "whether or not the insurance is still carried," and announcing that payment for as much as several hundred dollars are due and must be paid in order to collect the "dividend." The announcements attribute the

bogus dividend to recent legislation passed by Congress. "There has been no such legislation," said Robert W. Carey, director of the VA's Philadelphia insurance center.

Applications are often printed in well-meaning, but misguided magazines, newspapers and newsletters. Contacted by the VA, editors are quick to publish retractions, but the interim periods are sometimes weeks or months.

VA's legitimate dividends are eagerly awaited each year by policyholders. More than three million veterans this year are sharing in an annual dividend distribution of nearly \$935 million. Payments are automatic to those who continue to pay premiums, usually on the anniversary date of the policy. No application is needed. □

New uniform regs

The 1987 edition of U.S. Navy uniform regulations is now in distribution to all commands.

If your command has not received a copy, you can get one through normal supply channels from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120. The stock numbers for the uniform regulations manual and the recommended binder are: 0500-LP-276-0057 (regs) and 0500-LP-276-0050 (binder). □

All-weather coats

Recruit Training Commands have begun issuing Navy All-weather coats to Navy recruits in place of raincoats.

Previously authorized for wear only by chief petty officers and officers, the Navy All-weather coat is now authorized for all Navy people.

The estimated wear life of the \$42.95 All-weather coat is ten years.

A mandatory wear date for the All-weather coat has not yet been established. Raincoats of previously authorized styles and fabrics, in serviceable condition, are authorized for wear until further notice. □

ALL HANDS

Secretary of the Navy

James H. Webb Jr.

Chief of Naval Operations

ADM Carlisle A. H. Trost

Chief of Information

RADM J. B. Finkelstein

CO Navy Internal Relations Activity

CDR David W. Thomas

XO Navy Internal Relations Activity

CDR A. Mike Cross

Director, Print Media Division

LT J. Morgan Smith

All Hands Editor

W. W. Reid

All Hands Assistant Editor

JOCS Jeannie Campbell

Writers

JOC Robin Barnette

PH1 Chuck Mussi

JO1 Lynn Jenkins

JO2 Michael McKinley

Associates for Art and Layout

Richard C. Hosier

Michael David Tuffli

Graphics and Typesetting

DM2 Mike Rodrigues

DM3 P.V. Whitehurst

William E. Beamon

NIRA also publishes *Navy Editor Service*, *Wifeline*, *Captain's Call Kit*, *Navy News Service* and *Information for Your Use*.

All Hands (USPS 372-970) is published monthly (Jan. '88 is No. 850) by Navy Internal Relations Activity: Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Second-class postage paid at Arlington, VA 22209, and additional mailing offices. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Subscriptions: \$13, U.S. and FPO; \$16.25, foreign. POSTMASTER: Send address changes to NIRA, Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307.

Send submissions and other correspondence to: NIRA, Print Media, Rm. 1046, Attn: Editor, 1300 Wilson Blvd., Arlington, VA 22209-2307. Phone (202) 696-6874; AV 226-6874 for editorial; (202) 696-6878, AV 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

Blue Ridge

Using the advanced communications gear and hi-tech computers aboard his flagship Blue Ridge, Commander 7th Fleet is able to accurately monitor Navy operations over 52 million square miles of open sea.

Story by JO1 Lynn Jenkins

Photo by PH2 Thomas Normandeau

There's absolutely nothing "sexy" about USS *Blue Ridge* (LCC 19). It doesn't have the battleship's offensive firepower nor the destroyer's sleek lines. But make no mistake, this amphibious command ship is one of the most valuable vessels in the fleet.

What this 620-foot ship lacks in racy image it makes up for with a battery of computer and communications gear. The heart of this hardware is three highly complex major computers, which, along with a sophisticated communications network and subordinate computers, allow the 7th Fleet Commander, Vice Adm. Paul David Miller, to accurately monitor all 7th Fleet air, surface and subsurface operations.

(continued on Page 6)

Blue Ridge anchors off the coast of Pattaya, Thailand.

More brains than





brawn

Mt. Whitney

Being the nerve center for 2nd Fleet can be very demanding. During a recent exercise LCC 20 communications staff processed 116,000 messages.

Story by Lt. Cmdr. Tracy Connors

Aboard the USS *Mt. Whitney* (LCC 20) "everything has to be done right the first time," according to Master Chief Signalman Jerry Ledbetter, command master chief aboard *Mt. Whitney*. "As the flagship for the 2nd Fleet, we have to be right all the time. We are expected to perform, as a ship and as a crew, at the highest levels — and that means *now*." The flagship has a complement of 750 men and 45 officers. There are many demands made on *Mt. Whitney*, with up to three different flag staffs embarked at the same time, but, "we respond to meet those demands," Ledbetter said.

As command master chief, Ledbetter's job is, as he sees it, motivation. "If there is a problem at the 'deck plate' level, I take it to the captain with a recommendation on how to fix it." He relies on "good programs for the crew, good chow, good movies, entertainment and sports. All of that is involved in keeping your crew happy — and productive," he said.

(continued on Page 7)

Blue Ridge

Blue Ridge, operating out of Yokuska, is designed to serve as the Fleet nerve center. To fulfill this enormous role, the flag ship's main deck boasts such a variety of antennas and radar sensors that it takes up an area half the size of a football field. From his flag command center aboard *Blue Ridge*, Miller can direct, depending on the nature and area of operations, up to 80 ships, 400 aircraft and more than 60,000 sailors and marines. His area of responsibility is 52 million square miles — from the Cape of Good Hope to the North Japan Sea to the Cook Islands to the Antarctic.

It is no accident that LCC 19 is perfectly suited as 7th Fleet's mobile base. *Blue Ridge* was designed from the keel up as a command and control center. It is the end product of four decades of Navy experience with the difficult problems of command, control and communication. These problems are tackled aboard *Blue Ridge* with the help of the most reliable hi-tech computers — the Navy Tactical Data System and the Amphibious Support Information System plus the latest addition, the Joint Operational Tactical System. NTDS, ASIS and JOTS use information from *Blue Ridge*'s radar equipment and data links from other fleet ships to build a complete tactical picture. Using NTDS, Miller is able to make the most expeditious and coordinated weapons assignments to protect the Fleet from attack. Working along with NTDS, ASIS provides the flag staff with the instantaneous logistical information needed to make the right tactical decisions.

In addition to these two major computer systems, an extremely refined communication system is also an integral part of the ship's design.

That design accommodates the embarkation of three flag staffs. Along with Commander 7th Fleet, *Blue Ridge* serves as a command platform for Commander, 7th Fleet Amphibious Task

Force and the Commanding General of the 7th Fleet Landing Force.

As impressive as all this is, there's more. *Blue Ridge* recently installed a new Tactical Flag Command Center. Among the features provided by the new center:

"I have never served with a better crew. They are 4.0 to the man."

two large digital displays for automated, "real time" tracking of operations and intelligence; space for co-location of three operational support staffs; closed-circuit audio and video communications to key areas throughout the ship; computer-automated planning aids; and high-speed computer-to-computer communications ashore and afloat.

But as with any ship in the fleet, all the expensive equipment in the world means nothing without good men to operate it. On board *Blue Ridge* there are more than 800 good men. "I have never served with a better crew," said Capt. John H. Heidt, commanding officer. "They are 4.0 to the man."

The command center is filled with quiet intensity as five officers concentrate on the job at hand. Gathered around the long table which dominates the room, the men carefully weigh each new fact and consider all angles before making a decision. Mounds of message traffic and other paperwork, half-filled coffee cups and over-flowing ashtrays give evidence of their long hours on watch.

Wearily after a busy watch, the command center messenger makes his way to the staff duty officer and hands him the latest exercise message. The officer quickly scans the message, checks his force's position on the large digital display and then adds the message to an ever-growing pile of exercise traffic in front of him.

Exercise "players" aboard the 7th Fleet flag ship must constantly hone their

skills. To do this the ship participates in several major fleet exercises every year. These can be fleet training exercises, which often involve the actual movement of 7th Fleet, Army, Air Force or allied units, or they can be command post exercises, conducted entirely on paper. All this prepares the flag ship's crew to function flawlessly in real-life situations. "In our exercise planning we look at various situations. Primarily we look at our strategy and try to translate that into types of exercises," said Capt. Edward Zunich, 7th Fleet assistant chief of staff for plans.

The command post exercise closely resembles the popular game "Dungeons and Dragons." CPX players at several commands are fed information and intelligence to consider, use and act on. Like the "Dungeon Master" who controls the "D and D" game, controllers lead and direct the scope of a CPX and monitor the players' reactions.

"The purpose of all exercise programs is to set up some cohesiveness, so that when we conduct these exercises they have relevance," Zunich said.

Besides helping U.S. Navy personnel react correctly to every operational contingency, part of the command ship's mission is to promote friendly relations with our allies. "We have to look at the treaties we have, we have to look at our allies' national interests and we have to look at their political situations," Zunich said. "We also have to look not only at our relationship with these countries, but at their relationships to each other as well." He added, "All of this information has to be fed into some sort of coherent program.

"It's a two-way street," Zunich said, explaining that all plans are based on mutual benefit. "We at 7th Fleet have translated those goals into things that accomplish CinCPac's objective, as well as 7th Fleet's." □

Jenkins is a photojournalist for All Hands. Normandeau is assigned to Blue Ridge.

Mt. Whitney

The key to USS *Mt. Whitney*'s productivity is its ability to properly control combat systems and its ability to share data with other combatants. This is done through the Naval Technical Data System. NTDS is a highly sophisticated combination of digital computers, displays, and data links, which allows on-line collection, processing, storage, and presentation of information from various sensors, aircraft, and ships. The NTDS presents an instantaneous visual display of the tactical situation of friendly and enemy forces. Tactical information can be viewed on any one of 28 consoles located in various command control modules.

When *Mt. Whitney* is the link coordinator, other NTDS ships take their cue from LCC 20. "They key off us," said Cmdr. Timothy Kok, *Mt. Whitney* executive officer. "We also provide direct input into the flag command center from which the embarked flag controls and directs the battle," Kok said. "So it is important that we have a system that operates properly and can maintain that input of good data for the fleet commander."

Other vital systems aboard *Mt. Whitney* are found in its communications department, which has virtually every type of advanced afloat communications system in fleet use. Speaking of LCCs, Kok said, "We are, in fact, the world's largest afloat communications station." He added that the fleet commander has "a wide range of warfare assets available to him to carry out his war-fighting efforts. The ship must be able to communicate and receive external input from various sources, literally around the globe, input that he must have to manage those assets," Kok said.

The fleet commander agrees. "I just can't conceive of doing my job without *Mt. Whitney*," said Vice Adm. Charles R. Larson, commander of the 2nd Fleet. "Operating from an afloat command as well equipped for her mission as is *Mt.*

Whitney, gives the fleet commander the flexibility to position his base of operations for optimum survivability, command and communications during fleet operations."

Although the ship's main fighting equipment is actually the electronics and communications suite, *Mt. Whitney* is also armed, in the more literal sense, with two rapid-fire, 3-inch, 50mm guns and the basic-point-defense missile system. The *Phalanx* close-in weapons system will soon be added.

Duty on board the fleet flagship can be different from duty aboard other ships. Physically, the ship is a sparkler, constantly being maintained at a high level of material readiness and good looks. According to one sailor, the

"Aboard Mt. Whitney, we really stress that damage control personnel and systems have to be in the highest possible state of readiness."

"LCC" in the ship's hull designation stands for "Let's Clean Continuously." Topside or below deck, polishing, buffing, chipping and painting go on day and night. The constant cleaning is required, in part, because of the ship's large personnel complement, 750 crewmen, 45 officers, plus up to three embarked flag staffs.

For instance, *Mt. Whitney* has "one of the largest concentrations of officer berthing afloat," according to Lt. Eric Krikorian, the ship's damage control assistant. In addition to maintaining the spaces and equipment contained in the ship's command and control centers, there is "the challenge of maintaining staterooms and berthing areas for hundreds of sailors. This ranges from control of the environment — heat and air conditioning — to power, telephones, and potable water. Just call us 'repairs unlimited,'" Krikorian joked. The desk

watch in DC Central handles over 30 maintenance trouble calls per day. "It's like running the public works department for a small city — with embarked staffs, nearly 1,500 people."

Mt. Whitney's systems are newer and far more complex than those of most other ships. Even the firefighting system is the latest and best available in the fleet, including the installed halon system and the aqueous film-forming foam systems. "Aboard *Mt. Whitney*, we really stress that damage control personnel and systems have to be in the highest possible state of readiness — and they are," he said proudly. "I really push damage control training to the letter of the law," he said.

Service aboard the command ship is more demanding for all hands, Krikorian admitted. But he sees great motivation in *Mt. Whitney* sailors, "probably as a result of the high standards we set and maintain." And higher standards mean more desirable duty, which is why assignment to an LCC is a popular choice. "It's hard to get stationed aboard a command like *Mt. Whitney*," said Krikorian, a former CNO Shore Sailor of the Year.

"Duty aboard the command ship is good duty . . . demanding duty," Krikorian pointed out, "because of the role we play. At times it becomes almost hectic. But for those other sailors, chiefs, and officers looking for duty on a command ship, I believe it is more than a notch above similar shipboard duty elsewhere. At a command like this you can make — or break — a career. But if you want to go places, this is the place to come," he concluded.

Because it is a flagship, however, the tempo of operations never lets up. "If you report aboard this ship," Ledbetter said with a chuckle, "you had better be ready to work."□

Connors, a reservist with NIRA Det 206, served in the Public Affairs Office, Commander Striking Fleet Atlantic.

Capt.

Since it was first published in 1898, Jane's Fighting Ships has come to be acknowledged as the premier reference work on the world's navies. Pressed between the hard-bound covers of this 800-page tome are nearly half a million individual facts on all classes of ships that make up the military fleets of all sea-going nations. For 90 years, Jane's has been an indispensable sourcebook for both the naval and civilian communities.

All Hands had the opportunity to interview Capt. John E. Moore, RN, retiring editor of Jane's and his successor, Capt. Richard Sharpe, OBE, RN, during a visit to the Pentagon.

Capt. Moore has been editor of Jane's for the past 15 years. He was selected for the position in 1972 following his retirement from the British Royal Navy.

All Hands: How has the world seapower picture changed during your tenure as editor of Jane's?

Moore: In 15 years, I don't think there has been so much a power shift as a change of emphasis or change of capabilities. Where the U.S. Navy is concerned, the main elements have been the change to *Tridents* and support for aircraft carriers. This has given a fair measure of substance to the fleets. I also feel that the arrival of *Aegis* in the fleet is very important. Although it has been criticized in many ways, I think the great strength of *Aegis* is that it does provide area surveillance, both surface and air,

Capt. John Moore (seated) and his successor as editor of Jane's Fighting Ships, Capt. Richard Sharpe.



John Moore

British Royal Navy Captain's farewell tour after 15 years as editor of Jane's Fighting Ships.

Story and photo by JO2 Michael McKinley

which has been a great savings in respect to air operations. I can't see anything else in the world that remotely approaches it in effectiveness.

There have been many changes in the Soviet Navy. The advances they have made in submarines since 1972 have been dramatic and the extent of missile armament in the Soviet Navy has increased a

"The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs."

great deal. Also, they have had a philosophical change of mind and have gone to aircraft carriers.

The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs. They still have the largest fleet of light forces in the world and are third in the world in the number of submarines in their fleet. They don't have many large ships and they tend not to go very far afield. Their intent is to defend Mother China. That is their aim.

All Hands: How would you comment

on the relationship between the U.S. Navy and the various administrations in the last 15 years?

Moore: When I first started with *Jane's*, the U.S. Navy had somewhere in the region of 968 ships. I watched with some dismay as the whole thing was whittled down. I think that the rebuilding program that has been instituted during the present administration has put the Navy back on its feet.

But to me, the most important point was when Congress recognized the necessity of doing something about pay and service conditions. I think that the Warner-Nunn initiative has probably saved this Navy from semi-disaster. There is no point in having a 600-ship fleet if you can't man the ships. I am rather concerned that the Navy seems to get the rough edge of the deal when it comes to recruiting. Retention and recruiting of not necessarily the highest level but certainly adequately educated people for the Navy is essential today. I think that politicians were inclined at times to get too wrapped up in discussions of shiny weapons and sleek submarines and forget the people who were behind this hardware.

All Hands: In regard to the U.S. Navy's rebuilding program, are we covering all the bases strategically, or are there still certain weaknesses?

Moore: I think one of the greatest gaps overall, not only in the U.S. Navy but in the NATO sea forces as well, is in mine countermeasures. I think the recent episode in the Persian Gulf has proved that the warnings that have come through *Jane's* over the years have not

been totally irrational and there is a great need for mine countermeasures. I do think that this is an area that has been grossly underfunded in the past.

When you consider that the main bulk of the U.S. Navy's mine countermeasure force was commissioned about 1957 and you think of the enormous area it must look after, if only in the continental U.S., then the forces are totally inadequate, in my view. The Navy must not only look after the ports, but must maintain swept channels around thousands of miles of coast. You must also take into

"I think that politicians were inclined at times to get too wrapped up in discussions of shiny weapons and sleek submarines and forget the people who were behind this hardware."

consideration that Cuba is close to the Gulf of Mexico and does have facilities for minelaying.

All Hands: If you had complete control of the U.S. Navy for the next 20 years, what would you do with it?

Moore: First I would ask myself the

following questions: What money and support can I expect from Congress and what do my intelligence experts forecast for the future? I remember Adm. Elmo Zumwalt saying to me when he first came into office as CNO, "If Congress is going to cut my fleet then the one thing I have to rely on and concentrate on is

"I think one of the greatest gaps overall, not only in the U.S. Navy but in the NATO sea forces as well, is in mine countermeasures."

the intelligence I am going to get."

I would also stress research and development in anti-submarine warfare. In this area, I would like to see attempts to produce submarines of different types. It would be prudent to think of smaller submarines with particular tasks, rather than having all submarines very big and very capable in all directions. I would request increased R&D funds for *Aegis* and the improvement of weapons systems that are available to *Aegis* ships. I would certainly ask for much more for mine countermeasures.

One more thing I would try to do is to explain to people that in this century, so far, we have had about 11 years of major warfare. In the interim periods we have had an enormous amount of what is now known as low-level conflict. I would ask people to investigate whether there was not a way of providing more ships for the Navy at lower capital costs and running costs and requiring less manpower to deal with these situations. It's all very well having a ship in position A, but you have to remember that even with *Aegis*, the radius of contacts is comparatively limited when you consider the whole ocean. I think that in the

present state of world politics and policies, that numbers of ships are very important, especially when you have such a worldwide interest as the U.S. Navy does.

All Hands: What are your thoughts on the U.S. Navy's new airship program?

Moore: I think the U.S. Navy has taken a brave move in putting money into a development program. I hope the jump from a comparatively small airship to something much larger will be achieved successfully. It's a very brave thing to do and I think there is a tremendous area that could be covered by airships. They are cheap in capital, maintenance, manpower and running costs and are available for ASW. I see a great future for airships.

All Hands: What has been one of your more outstanding experiences as editor of Jane's?

Moore: It is difficult to pinpoint one particular incident. What I have gained is a continuation of my naval affiliation. I was in the Navy for 33 years before I joined *Jane's*. I've been doing that for 15 years. I've kept my friends . . . and those that I have criticized, I am fortunate that they have remained my friends. In countries all over the world, during my naval career, it has been pleasant to keep in touch with them and watch them rise in the ranks. Many of the chaps I knew as young officers became CNOs and retired. I think my job in the Navy was a job I understood. To have a task which continues that in civilian life has been absolutely fascinating.

All Hands: Capt. Sharpe, how does it feel for you to be taking over the reins as editor of Jane's and what are your plans for the book? Are there going to be any changes or additions?

Sharpe: In answer to your first question, I think it is going to be a formidable task following in the footsteps of my extremely competent predecessor, Capt. Moore. But I do think I am quite well qualified. As to there being any changes

"Cuba is close to the Gulf of Mexico and does have facilities for minelaying."

in *Jane's* while I'm editor, let me say that I think it would be a very arrogant man who would say "I can do better than this." But if I was looking to fiddle around the edges and make minor changes, I would give a little more space in the book to shipboard aircraft. I would say that the importance of shipboard aircraft is now so great and they play such a major role in a maritime battle, that maybe we need to give more space to them. Of course you can't go on getting bigger and bigger, because in the end you'll need a crane just to lift the book. Yet something has got to give way to allow a little more on maritime air. I think one way to do this is to lessen the space given to lesser, noncombatant ships. This would be the only minor change I can see. But the book's format will remain consistent. This consistency

"I think the U.S. Navy has taken a brave move in putting money into an airship development program."

has paved the way for the book's greatest single compliment. Other countries producing similar reference books have tended to copy *Jane's* format. And, after all, being copied is the greatest compliment that can be paid. □

— McKinley is a staff writer for All Hands.

Portland to Portland

Ship and crew journey through space and time

Story by Lt. Chris Boylan

The ship rolled a bit, reminding 15 veterans of World War II that they were indeed at sea again. The invitation they'd received from the commanding officer of USS *Portland* (LSD 37) was real: join the ship on a three-day port visit to its namesake city in Maine.

It was a chance to swap stories and marvel over the changes in shipboard life after 40-odd years, and, at the same time, to remark on how much it remained the same. These veterans had served aboard

the original heavy cruiser USS *Portland* (CA 33), nicknamed "Sweet Pea."

At the end of the cruise, in Portland, Maine, the veterans participated in a memorial service honoring nineteen of their former shipmates who had been lost in battle.

In spite of those casualties, Sweet Pea was considered a lucky ship during the war years. On Dec. 4, 1941, CA 33 was detailed to escort the aircraft carrier USS *Lexington* (CV 2) to Midway Island,

missing the attack on Pearl Harbor that sank so many ships and killed so many sailors.

Her good fortune soon ran out, however, at Guadalcanal on Nov. 13, 1942. A torpedo severely damaged Sweet Pea, but the crew still managed to fire a direct hit on a Japanese destroyer. Once repaired, *Portland* established an impressive record that earned it 16 battle stars from engagements at Midway, Guadalcanal, the Marshall Islands, Truk, Leyte, Okinawa and the Eastern Solomons.

But that was 45 years ago. The veterans visiting present-day *Portland* never expected to ride the waves on a U.S. warship again. They were impressed with the sophistication of the *Phalanx* anti-missile system. "It kinda looks like that Star Wars character a bit, doesn't it?" drawled Texan Jack Fowler, a Water Tender 1st Class who admitted he'd fired more boilers than guns during his stint on Sweet Pea.

A former Quartermaster 3rd Class, Clay Ridgely, took a turn at *Portland's* helm, and commented, "I did prefer the larger wheel on the old Sweet Pea. This

***Portland* on course for her namesake city in Maine. U.S. Navy photo.**



Portland to Portland

one doesn't even have spokes."

Three decks below, Marion Honaker, who had served as a Pharmacist's Mate 1st Class, talked with *Portland's* "Doc." "There were no pre-packaged ointments or salves. We spent hours kneading certain concoctions — just as if we were making bread," the veteran recalled.

After dinner in the mess one night, Don Martin, a former Signalman 2nd Class, recalled the radio propaganda broadcasts from Japan. "Old Tokyo Rose had us reported as being sunk four times in less than two years. It made your skin crawl when she'd send her condolences to the family and friends of all the crew of *Portland*, when you knew darn well it just wasn't so. . . . I celebrated my 16th birthday aboard this cruiser," he said, and handed across the table a yellowed clipping of Sweet Pea from a 1945 edition of the *New York Daily News*. "And now, thanks to the Navy, I'll be celebrating my 60th aboard her successor."

Joining *Portland's* visit to Maine, veterans of World War II relived memories of the original *Portland* and marveled over new technology. U.S. Navy photo.



"Old Tokyo Rose had us reported as being sunk four times in less than two years. It made your skin crawl when she'd send her condolences."

Meanwhile, Omar Smith, who served as a Chief Aviation Boatswain's Mate during the war, watched the sun set off the port quarter of *Portland's* helo flight deck. He reminisced about Sweet Pea, which had four seaplanes but no flight deck. "We used to shoot 'em off catapults at nearly sixty miles an hour and then pull 'em back on board with a big hook."

Looking down into the ship's 442-foot-long well deck, graced at the forward end with a Universal weight room, another veteran, Boatswain's Mate 1st

Class Herb Roach remembered, "We hardly had enough room to do push-ups aboard the CA 33. And it got even worse when we served as a troop ship, ferrying thousands of GIs back home at the end of the war."

The arrival in Portland brought back distinct memories to Vernon Tinsley, who recalled that as a Boatswain's Mate 2nd Class, he manned the rails of the first *Portland* as it pulled into the very same pier for a Navy Day port call in 1945. Now, 42 years later, he wedged himself between two third class petty officers on the starboard wing wall and waved to the local media who had gathered on the dock. "I guess we're gonna be famous," he chuckled.

Invited to city hall with *Portland's* commanding officer, the 15 veterans saw for the first time Sweet Pea's silver service, held by the city since the original *Portland's* decommissioning. It was donated to the first *Portland* by the city in 1934, and presented again to the current ship.

The journey climaxed the next day with the memorial service held to honor those who perished aboard Sweet Pea in 1942. The veterans were joined by 200 of *Portland's* crew flanking the main mast, bell and shield of the old CA 33, at a site overlooking Casco Bay. A special guest, Mrs. Mary Doughty, was on hand — at the age of 12, she broke the bottle of champagne on CA 33's bow, sending it down the ways and into the water for the first time.

The weekend visit over, *Portland* eased away from her mooring early Monday morning and slipped without fanfare from port. The camaraderie and emotion of the visit reached its peak as sailors of different generations manned the rails side-by-side and waved farewell to their namesake city. Once again, a ship named *Portland* set out to sea to continue in the proud tradition of her predecessor. □

Boylan is a reservist assigned to NROI Det 102, New York.

Avenger comes on line

Story and photos by PH1 (AC) William Breyfogle

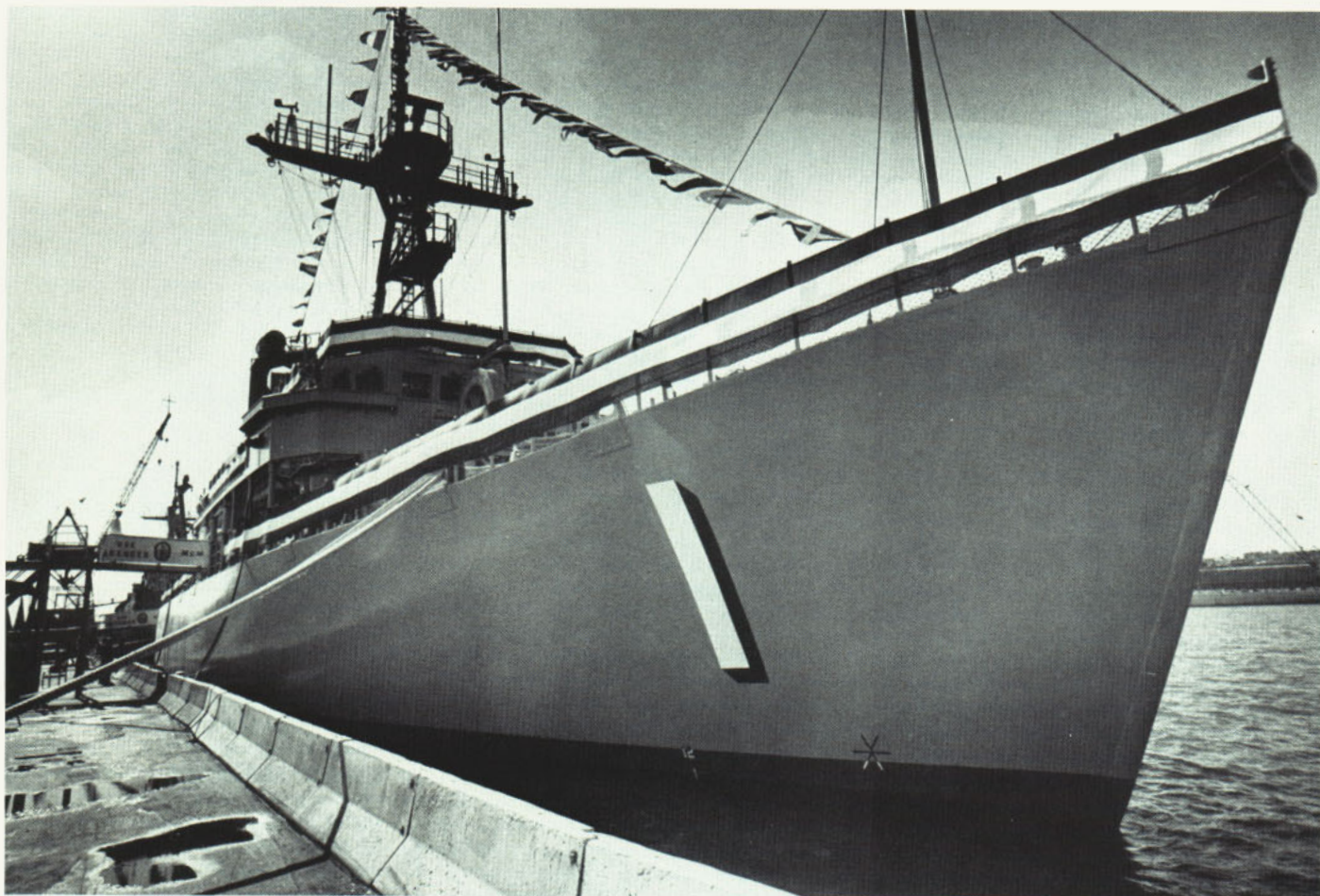
With the commissioning of the new mine countermeasures ship, USS *Avenger* (MCM 1), a whole new chapter of mine warfare began in the U.S. Navy. With her awesome assortment of ultra-modern mine-hunting and -sweeping equipment on board, *Avenger* and the

rest of the ships in her class will bring a new sense of security to ship commanders in today's troubled waters.

"I think the distance between Sturgeon Bay, Wis., and the Persian Gulf is a lot shorter today than it was when we first started building this ship," said commis-

sioning speaker Les Aspin, congressman from Wisconsin. Looking at the ship, riding lightly at pierside, he marveled at how such a small ship could nevertheless be so complex. "It is quite a piece of work," Aspin said.

Retired Vice Adm. James B. Stock-



Avenger

dale, principal speaker for the day, said the new ship's mission will be a critical one. He advised the crew to be proud of their mission. "Play well the given part," Stockdale said. "Your work is surgical — you must be slow and cagey. Indulge yourself with pride — you are doing noble things."

The theme for the day was set by Capt. Thomas J. Kile, Naval Sea Sys-

tems Command supervisor of shipbuilding in Sturgeon Bay, when he pointed out that in addition to receiving the latest in technology, *Avenger* and her crew also were heirs to a unique heritage.

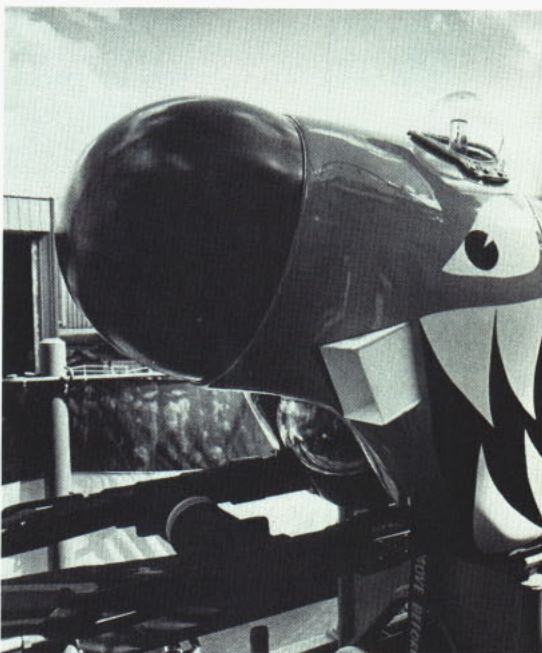
"Today, you and your crew join a long, proud tradition of wooden ships and iron men," he said.

Avenger is the first wooden ship built as a U.S. Navy combatant since the last

months of the Korean War.

The *Avenger*-class of mine counter-measures ships represents a grand step backward and forward at the same time. While the new ship packs precision electronics and state-of-the-art mine hunting gear, it also is something of an anachronism in an era of steel- and aluminum-hulled ships.

Avenger crewmen say they wouldn't



— or couldn't — have it any other way.

"The wooden ship is the only vessel that's able to sail into the thick of a minefield," claimed Electrician's Mate Senior Chief Gerald Thorsell, the ship's maintenance and materials management coordinator. "We have proven that it's the way to go in mine warfare."

Thorsell went on to explain that the new ship's old-fashioned wooden hull

and superstructure — together with widespread use throughout the ship of non-magnetic metals, including aluminum engines — gives the ship absolutely no magnetic "signature." That lack is important, he added, because new classes of mines now in stockpiles around the world can be triggered by the magnetism given off by most ships' steel hulls. But with the solution of some old problems come some other new problems.

Hull Technician 1st Class Paul Defibaugh, attached to the ship's deck division, said hull technicians on board a wooden ship face some difficulties they aren't used to.

"We do a lot of woodworking," he said. "We do a lot of fiberglass repair." Other than that, he added, an HT's job remains much the same as aboard a steel-hulled ship. "It's still damage control," he said.

Cdr. Robert S. Rawls, the ship's commanding officer and a veteran of other, older classes of mine-sweepers, said the new ship brought mine warfare into the modern age. "With our new capabilities — the mine neutralization vehicle, sonar, and our precision navigation system — we can sail anywhere in the world," he said. "There has never been a class of ship with the capabilities this one has — no longer do we just go feeling about in the dark for mines — we can go looking for them."

The shark-shaped mine neutralization vehicle — brightly painted with a shark's eyes and gaping jaws — is the quintessence of the new ship's capabilities. The vehicle — actually a remotely piloted submarine, can probe beneath the surface for mines and send back TV pictures to the operators above. Thus, operators can either determine the type of mines present and how to sweep for them, or

they can drop small explosive charges to destroy the mines where they lie.

Thorsell pointed to the immense cable reels stowed aft on the mine warfare deck. He noted that the ship could deploy the traditional cutting cables aft to sever the mooring cables of old-fashioned contact mines, letting them float to the surface where they could be destroyed by gunfire from the ship's twin .50-caliber machine guns.

In addition, he said that the ship could easily stream a thousand-foot electric cable aft through a minefield, and pulse a huge charge of electricity through it to detonate magnetically triggered mines.

"The old MSOs (ocean-going mine-sweepers) couldn't do that," he said, pride evident in his voice. He also pointed out the large, bulbous sonic transducers that could be deployed to simulate the sounds of a ship's passage, to trigger sonically activated mines.

"This deck is definitely where the action is in mine warfare," he said.

The ship has a unique mix of old and new technology. After marveling at the immense electric mine-sweeping cables, stowed neatly on their huge reels of the mine-sweeping deck, many visitors commented on the old-fashioned voice tubes and sound-powered phones on the ship's bridge.

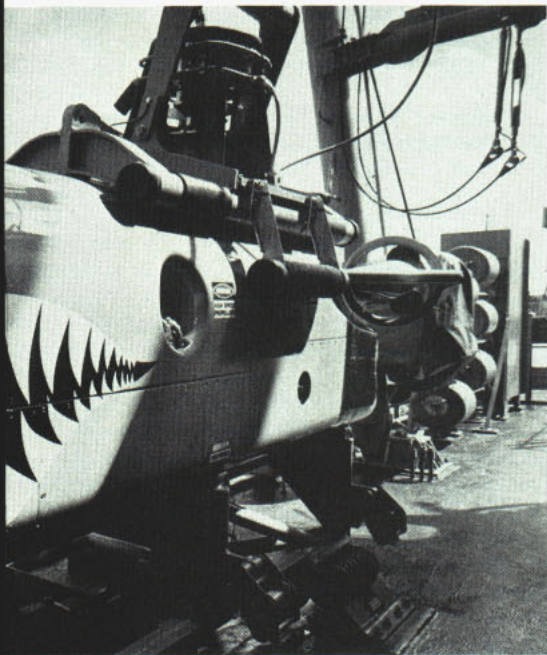
Tour guide Gunner's Mate 1st Class Gene Paist said that was to be expected. "If something works well, you stick with it," he said.

Avenger sailors are also uniquely aware of another tradition they can lay claim to. As members of the ship's commissioning crew, they realize that they give the term "Plank Owner" an entirely new — or a very old — meaning.

"I really do own a plank," said Thorsell. "But I doubt I'll collect it. Even though I'll be around, they expect to get a lot of use out of these ships before they're replaced.

"We're talking about 40 years down the road." □

Breyfogle is a reservist assigned to the Navy Office of Information, Det 713, Milwaukee, Wis.



Crew member (far left) acts as tour guide. Crewmen (upper left) of the new mine countermeasures ship, the first wooden-hulled combatant built for the Navy since the Korean War. *Avenger's* mine neutralization vehicle (lower left) enables the ship to hunt mines and identify them.

Lone Sailor

Story and photo by JO2 Denny Banister

Through cold winter nights and hot summer days, the Lone Sailor stands his watch. Like all good sailors, he's ever alert and faithful to his task. But his is not a shipboard watch. Instead, the Lone Sailor stands watch over the Navy Memorial in Washington, D.C.

A ten-year project of the United States

Navy Memorial Foundation, the Navy Memorial was dedicated in October on the Navy's 212th birthday. "It is impossible not to be touched by the Lone Sailor as he looks across the oceans," said Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, during the dedication ceremony. "He will serve as

a common rallying point for the men and women of the Navy."

In addition to the Lone Sailor, the memorial includes a 100-foot-diameter amphitheater, a granite world map stretching across the amphitheater floor, a compass rose that will be the site for wreath-laying ceremonies and two pools with fountains. "We rededicate ourselves today to the challenges of the future, in the name of all those 'lone sailors' who served us so well in the past," said Chief of Naval Operations Adm. Carlisle A.H. Trost, addressing the crowd of more than 6,000 people attending the dedication.

According to the Navy Memorial Foundation President, retired Rear Adm. William Thompson, the basic concept for the memorial was developed by several people. The originators were Capt. Walt Thomas, who joined the foundation as a staff member, John Charles Roach, an artist and Naval Reserve Public Affairs Officer, Stanley Bleifeld, the sculptor commissioned for the Navy Memorial, and Thompson himself.

"Stan Bleifeld submitted several different proposals, and one of the latter efforts showed huge waves crashing, with ships riding out the storm. Off to one side was this sailor standing all alone, looking at the creation," Thompson said. "That sailor jumped out at us. Out of the entire proposal, all we wanted was that statue of the sailor, the 'lone sailor.' The name stuck."

Thompson said the idea for the amphitheater came from Ruth Donohue, who served as the foundation's secretary.

Amidst great pomp and ceremony, the U.S. Navy Memorial's seven-foot-tall "Lone Sailor" assumes his watch over the oceans of the world.



begins vigil

"Ruth was bothered by the fact that there was really no place in Washington, D.C., where military bands could perform outdoor concerts for the public," Thompson said. "She suggested an amphitheater, and it was the amphitheater that helped us secure the prime location for the Navy Memorial.

"When visitors approach the amphitheater," he continued, "and see the world map showing the United States surrounded by the oceans, we hope they'll better realize our country's dependence on the Navy. But primarily, we want to honor all U.S. Navy men and women. There are numerous statues around Washington, D.C., that honor specific Navy groups or individuals, but none to honor Navy people as a whole — until now."

Thompson said Washington, D.C., is homeport to the Navy, and the proper place to honor those who serve. But finding the exact location in the nation's capitol for construction of the Navy Memorial wasn't easy. "In fact, nothing about the Navy Memorial project came easy," he said.

"After all my years in the Navy, you'd think I'd know better than to volunteer, but I wanted to help get the Navy Memorial built."

There are certain procedures to follow to build a memorial in the capital. First, it literally takes an act of Congress. "We had to get congressional authority. It took us two years, but in 1980 President Carter signed the bill," Thompson said.

Next came design approval. The National Capital Planning Commission, the Secretary of the Interior and the Commission of Fine Arts all had to endorse the proposal.

The third requirement was site approval, once again involving the National

Capital Planning Commission. "In this case, we also needed approval from the government-chartered Pennsylvania Avenue Development Corporation," Thompson explained. "They owned the two and one-half acres across from the Archives building on Pennsylvania Avenue where we finally constructed the memorial."

Then there was the problem of fundraising. "The government cannot finance the construction of memorials, so we had to get a lot of donations," he said. "We were told corporations donate about 80 percent of the funds for such undertakings, and we are grateful for the many corporate donations we've received. But we're proud of the fact that 50 percent of *our* donations came from Navy men and women, primarily veterans and members of the Fleet Reserve."

The memorial was turned over to the National Parks Service for maintenance. "But the foundation will operate the visitor's center and schedule amphitheater performances," Thompson said.

Although the Navy Memorial is now open to the public, the best estimate for completion is 1989. Thompson said 22 bronze bas-relief wall carvings, additional statues and the visitor's center are either in production or awaiting funds.

"We don't want to rush anything," he said. "We want to be sure everything is right." For example, the bas-reliefs are funded by specific groups, "... such as the first one, honoring women in the Navy. We didn't want to hurry the work just for the sake of having it ready for the dedication ceremony."

In front of the amphitheater are the two pools and fountains. "We're receiving donations from other countries for the pool dedicated to allied navies," Thompson said. "As more contributions

come in, we'll add statues to the pool featuring their old-time navies, where many of our U.S. Navy customs and traditions originated." He said the second pool is dedicated to the modern-day U.S. Navy, and will also feature appropriate statues.

The planned visitor's center includes a 250-seat theater, a ship's store and the log room. "The ship's store will sell high-quality nautical keepsakes of the memorial," Thompson said, "and the profits will provide the ongoing financial needs of the memorial."

Contributions made by those who wish to enter veterans' names into the Navy Memorial Log also provide operating funds. "To encourage financial support from Navy veterans for the memorial, and to thank those who have already contributed or had contributions made in their names," Thompson explained, "the log room will feature a continuous display of the Navy veterans' names."

But Thompson feels it's the statue of the Lone Sailor that will endure. "Once the sketch of the statue became public, we were flooded with letters. It really stirred people's emotions," he said.

"Millions of Americans have served in the Navy," said Secretary of Defense Caspar Weinberger during the memorial dedication, "but hundreds of millions of Americans have been served by the Navy."

As the statue of the Lone Sailor was unveiled, Weinberger concluded, "This memorial immortalizes that spirit of dedication and self-sacrifice of the men and women of the Navy." □

Banister is assigned to NROI Det 518, St. Louis



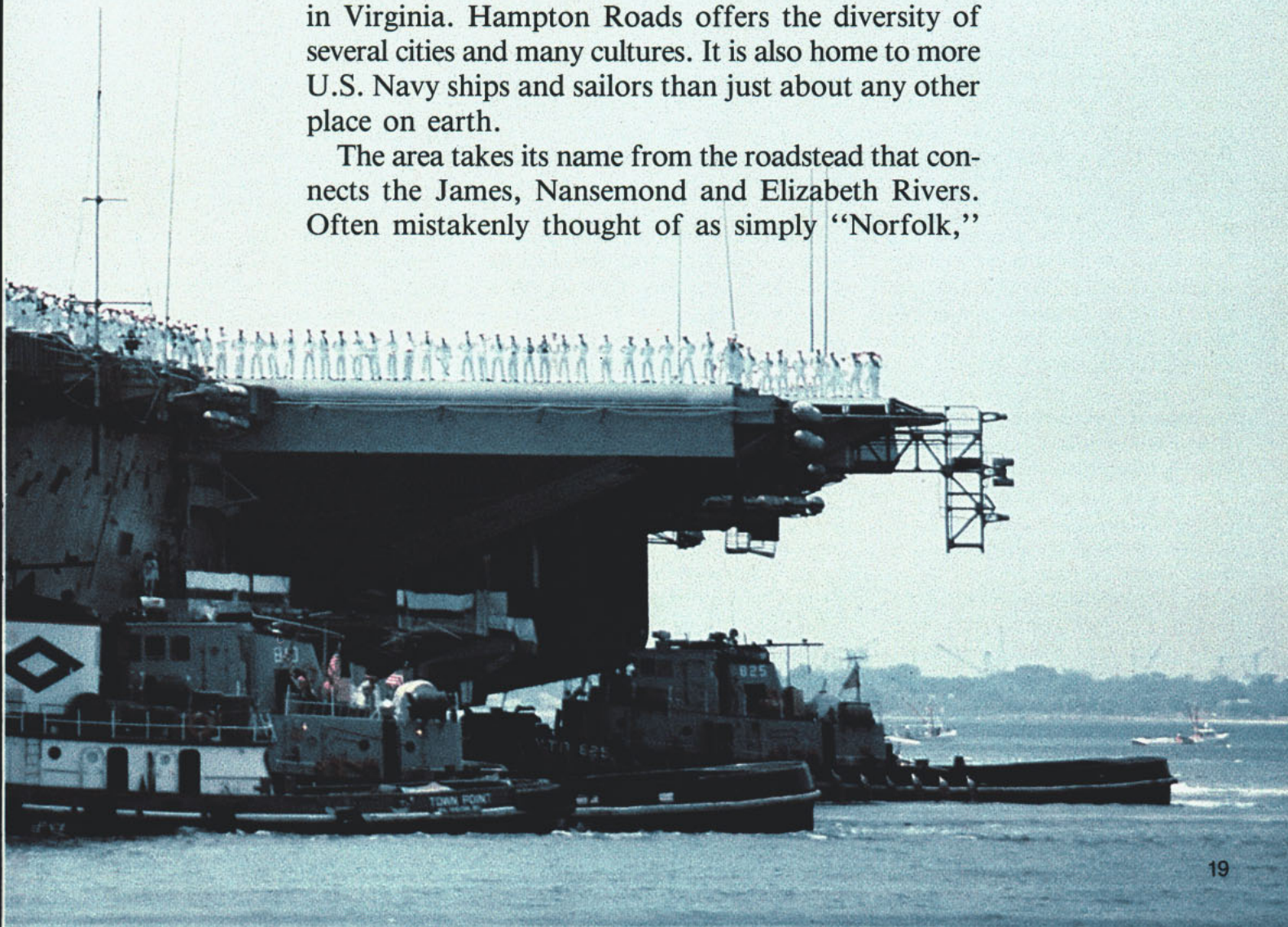
Norfolk

A Navy town

Story by JO2 Jodelle Blankenship

Pittsburgh has traditionally been considered America's steel capital and New York may think of itself as the nation's cultural center, but no city breathes more life into steel and very few cities enjoy a richer culture than the Hampton Roads area, in Virginia. Hampton Roads offers the diversity of several cities and many cultures. It is also home to more U.S. Navy ships and sailors than just about any other place on earth.

The area takes its name from the roadstead that connects the James, Nansemond and Elizabeth Rivers. Often mistakenly thought of as simply "Norfolk,"



Norfolk

the Hampton Roads area is actually nine cities in southeastern Virginia that have merged into a single urban/suburban megapolis.

The rivers act as natural dividers for the two principal regions within the area. The cities of Norfolk, Virginia Beach, Portsmouth, Chesapeake and Suffolk make up the region known as "Southside." Newport News, Hampton, Yorktown and Williamsburg are on the "Peninsula," between the York and James Rivers.

Hampton Roads is the hub of the Navy's East Coast activity — home for more than 100,000 sailors, 45 aviation squadrons, 64 major shore commands and more than 130 warships. The Navy in Hampton Roads makes up 20 percent of the worldwide U.S. naval forces.

In this international military center, ships and submarines constantly transit the roadstead to arrive at their home port or deploy overseas. Aircraft take off and land day and night from shore stations on missions ranging from carrier qualifications to overseas Military Airlift Command flights.

Sewell's Point, a peninsula extending from Norfolk into the Hampton Roads waterway itself, is home to Naval Base, Norfolk (the old NOB, or Naval Operations Base) and is heavily concentrated with commands and sailors of every rate and rank. Naval Station Norfolk is there, along with Naval Air Station Norfolk, the Atlantic Fleet headquarters and the Armed Forces Staff College. At nearby Virginia Beach is another Naval Air Station, NAS Oceana, which is home base for attack and fighter squadrons that deploy regularly aboard East Coast-based aircraft carriers.

Naval Amphibious Base Little Creek, between Norfolk and Virginia Beach, is 10 miles east of the commands at Sewell's Point. Little Creek is the headquarters and primary training site for the Atlantic amphibious force, and is the largest U.S. base of its kind.

The Marine Corps amphibious forces train there to provide perimeter defense for landing beach areas. In order to carry

Right: Pilots returning from deployment with USS *Coral Sea* (CV 43). Far right: Naval Air Rework Facility employees work on F-14 Tomcat. Below: A freshly painted A-6 Intruder is towed out of a paint locker. Preceding page: Sailors aboard *Coral Sea* man the rails as tug boats bring her home (Photo by JO2 Jodelle Blankenship).

out this mission, they learn — among other things — casualty, refugee and prisoner of war evacuation procedures.

The Sea, Air and Land Teams, or SEALs, also train at Little Creek, mastering the various disciplines of special warfare. In wartime they will be prepared to disrupt enemy forces behind their own lines, anywhere in the world.

A mobile diving and salvage unit is also located at Little Creek. It offers peacetime harbor clearing, firefighting, demolition services and underwater salvage expertise. Members from this unit most recently came into the public eye while assisting in space shuttle *Challenger* recovery operations in 1986.

Whether serving at sea or ashore, for many sailors, Marines and their families, Hampton Roads is the best of duty. Add the number of Navy families, retirees, reservists and Navy civilians to the active duty number and the Navy population in the area totals about 450,000. This is one third of the Hampton Roads area's total population. Of course, all these people have to have somewhere to live, and Hampton Roads is able to accommodate them.

Homes are plentiful and fairly reasonably priced, compared to Washington, D.C., or San Diego. Although there is a wide range of prices, depending on location, homes generally run anywhere from \$50,000 to more than \$200,000.

As in most urban areas in the United States, there is a high demand for rental units; therefore, there is a low vacancy rate. Costs for rental units average about \$365 for one bedroom, \$400 for two bedrooms, \$450 for three bedrooms and \$500 for a four-plus bedroom unit.

Fortunately there is some Navy help available for Navy house-hunters. There



Photo by JO2 Jodelle Blankenship

are eight housing referral offices located in the Hampton Roads area. Military orders require checking with the appropriate housing office, prior to negotiating a lease or purchase. You may contact the Housing Officer at the Navy Public Works Center in Norfolk by calling 444-4694. The area code for this, and all other numbers given in this article, is (804).

If all else fails, Navy Lodges can often provide some temporary housing. Call the Norfolk Navy Lodge at 489-2656 or Little Creek, at 464-6215.

Despite the housing crunch, most new arrivals find they are glad to be in Hampton Roads. But if the many Navy men and women are glad to be in the area, the area is even gladder to have them. The Navy contributes about \$3.5 billion in salaries to the local economy each year. In addition, there are about \$2 billion in ships' services and contracts.

The Navy contributes to the area culturally as well, through participation by members and their families in all aspects of community life. The Navy families bring a diversity of cultural backgrounds, and the sophistication that comes from



Photo by JO2 Jodelle Blankenship



Photo by PH2 Chris Holmes

world travel, to the local area. This contribution has been the result of a direct effort, instituted over 15 years ago by leaders of the local community, to integrate the military-related members into Hampton Roads community life. A good social services program, by the Navy for the Navy, has done much to make this integration effort work well, for both the Navy members and the community, because the Navy takes much of the responsibility for the impact large numbers of Navy families have on the community.

One of the most important of these social services for Navy families is child care.

Quality child care is available throughout the Hampton Roads region. The Norfolk Navy Family Services Center offers a publication, "Finding child care: A list of resources for Navy families in Tidewater." This is one of the most popular information publications available to those just coming into the area.

Family services centers can provide endless help in many other ways to newcomers — everything from crisis counseling to money management seminars. For the full list of services, call Norfolk (444-6530), Little Creek (464-7563), Newport News (244-6289) or NAS Oceana (433-2912), or visit the Norfolk Navy Family Services Center at 8910 Hampton Blvd., across from the gate to the submarine/surface ship piers. You can also call the Hampton-area Navy hotline: 444-NAVY (444-6289).

Inclusion of Navy people, with their diverse backgrounds, into the general cultural environment of the Hampton Roads area is an especially important factor in determining the area's unique cultural mix. There are numerous international and ethnic organizations in Norfolk that give Navy people a chance to pursue their particular interests. Many military families are members of the Tidewater Caribbean Association, the Tidewater Reggae Association, Asian and Filipino groups and many ethnic and cultural organizations.

But Navy people don't have to rely exclusively on their own clubs and groups

Travel

Airports. Norfolk International and Patrick Henry. Norfolk is the larger of the two but both are growing. Norfolk International is located off Interstate 64, just a few miles from downtown Norfolk, eight miles from the Naval Station and only five miles from Little Creek Naval Amphibious base. Eight major airlines serve Norfolk International. Patrick Henry, located in Newport News, is mostly serviced by USAir and three commuters.

Transit systems. TRT — Tidewater Regional Transit — services Norfolk, Portsmouth, Chesapeake and Virginia Beach. The fare is 70 cents, 30 cents for a transfer

and 25 cents for children under five years of age. Senior citizens pay 35 cents. Pentran — Peninsula Transit — serves Newport News and Hampton. The fare is 60 cents, 10 cents for transfers and half price for senior citizens.

Taxis are plentiful in the Hampton Roads area. The average fare is \$1.50 for the first mile and \$1 for each additional mile.

Car rental agencies are located throughout the area. The average cost per day is \$30, with unlimited mileage. Military personnel in the Hampton Roads area on orders can pay as low as \$23 daily with unlimited mileage. □

for entertainment and edification; the Hampton Roads area has some of the most extensive cultural opportunities in the nation.

Devotees of dance will find a number of excellent ballet companies in the area. Old Dominion University Ballet showcases talented local dancers in several performances each season. The Tidewater Ballet features nationally acclaimed guest artists and local talent, and has its own Academy of Ballet.

Stage lovers will find ample opportunity to pursue their passion in Hampton. There are four stage theaters in the area — The Little Theatre of Norfolk, Tidewater Dinner Theatre, Virginia Stage Company and The Riverview Playhouse.

Opportunities to enjoy fine art abound. The area's nine art galleries offer works ranging from 19th and 20th century American and European artists to nautical art and seascapes by local artists. Most of the local art is for sale and can often be acquired at a bargain price during the large art shows that are usually featured during any of the area's many festivals.

There are frequent concerts throughout Hampton Roads. Chrysler Hall in Norfolk, Hampton Coliseum in Hampton, and the Virginia Beach Pavilion offer a variety of concerts — classical,

rock, country, big band and just about anything else you can think of — to an enthusiastic public.

One of the most important factors in gauging the quality of life of any community is the variety and quality of educational opportunities. The Hampton Roads area scores well on both counts; there are several excellent colleges. Old Dominion University, Norfolk State University, Hampton University, Hampton Roads Regional Center, CBN University (operated by the Christian Broadcasting Network), and Virginia Wesleyan College are the major college-level institutions in Hampton Roads, and a number of other universities and colleges outside the area offer programs through Navy Campus offices. The region also has a variety of community colleges and technical schools offering specialized education and training. The supervisor of adult education for the Navy can be reached at 441-2957.

The public schools are a source of pride to area residents. Newcomers should note that pre-school physical exams are required for all children entering the Hampton Roads public school systems. Kindergarteners must be five years old — and first-graders must be six years old — by Dec. 31 of the year they will attend.



Left: Tug ties up at Naval Station's pier. Below: USS *Ticonderoga* (CG 47) crewmen prepare to transfer missiles. Bottom: USS *Austin* (LPD 4) from the bow looking aft.



Photo by PH2 Chris Holmes



Photo by PH2 Chris Holmes

For more information about Chesapeake schools, call 547-0153; Norfolk, 441-2237; Portsmouth, 393-8751; Virginia Beach, 427-4585; Yorktown, 898-0300; Hampton, 857-8411; Newport News, 599-8600.

Clearly, the Hampton Roads area communities contribute to the quality of Navy life through entertainment, educational and cultural opportunities; by the same token, Navy members and their dependents contribute an abundance of talent and time in the cities' wide-ranging community activities. Navy men and women are Big Brothers, Big Sisters, youth group leaders, scout officials, Chamber of Commerce members, tutors at area schools and colleges and so much more.

While Navy members do much to make the Hampton Roads area a better place to live, local communities have been making major improvements, too.

Several years ago, community leaders helped clear out the once infamous "strip" — a row of bars, tattoo parlors, locker clubs and souvenir shops, which used to be located just outside Naval Station Norfolk. The Navy was allowed to purchase the land and raze the structures. Now there's the modern Sewell's Point Dental Clinic and the Naval Medical Clinic, new warehouses and a Navy Tourist and Information Office.

The new construction hasn't been limited to the neighborhoods around the Naval Base.

Norfolk's downtown area has also

benefited from a startling face-lift in recent years. The designer of Baltimore's Harborplace and Boston's Faneuil Hall, James Wilson Rouse, was also the designer of Norfolk's now-famous Waterside, a marketplace and festival area offering evening boat rides, an exotic variety of restaurants, dozens of retail stores and speciality shops, sidewalk musicians, mimes, jugglers and a park and marina.

The renovation of the Norfolk waterfront hasn't stopped with the shops and restaurants. There has been major business construction in recent years, culminating in several impressive skyscrapers. Most notable of these is the World Trade Center, which houses a trade library, conference rooms, coffee shops, a cafeteria, language and translation classes for the maritime community and commercial office space for the Virginia Port Authority, a member of the World Trade Center Organization.

But while there is much to enjoy in newly-renovated downtown Norfolk, the Hampton Roads area's real playground is a 15-minute drive to the east. Virginia Beach, home for many military families, claims to be the world's largest resort city. It offers a 28-mile beach front, restaurants and night-spots, countless souvenir and T-shirt shops, museums, theaters, bicycle rental shops, go-carting and, of course, water sports. Since the climate is generally moderate (there are four distinct seasons), with occasional light snow during the winter months and hot and

Norfolk

humid summers, millions descend on the beaches from May to September. The girl/boy-watching is said to be the best on the East Coast.

If one goes east of Norfolk to play, then to the west is where the work gets done — in the shipyards. Portsmouth, across the Elizabeth River from Norfolk, has been known for well over a century for the Norfolk Naval Shipyard.

NNSY is home for thousands of sailors whose ships are undergoing major overhauls. Last year, the shipyard completed 14 major overhauls on large combatants and 637 overhauls on auxiliary and support craft. It is the world's largest shipyard devoted exclusively to ship repair and conversion work.

But NNSY is only the oldest shipyard in the area. The biggest is on the north bank of the James River.

Newport News Shipbuilding and Drydock Co., on the Hampton Roads Peninsula, is the largest private employer in Virginia. Although it is a civilian ship-

yard, it is duty for many sailors while their ships or submarines are under construction and going through sea trials.

Recently, the yard celebrated its 100th anniversary as it launched the nuclear-powered attack submarine USS *Newport News* (SSN 750). USS *Theodore Roosevelt* (CVN 71) was launched in 1986 and *Abraham Lincoln* and *George Washington* are two other nuclear-powered aircraft carriers now under construction at Newport News.

Once these awesome ships are built and launched, they have to be armed. That job is handled north, a few miles up the York River.

The only combat stevedores in the Navy are located at the Cheatham Annex, near Williamsburg. Nearby, at the U.S. Naval Weapons Station, Yorktown, some 3,000 military and civilian personnel work together to store and load virtually every weapon in the fleet's arsenal. In the process, the Yorktown and Cheatham personnel attached to the

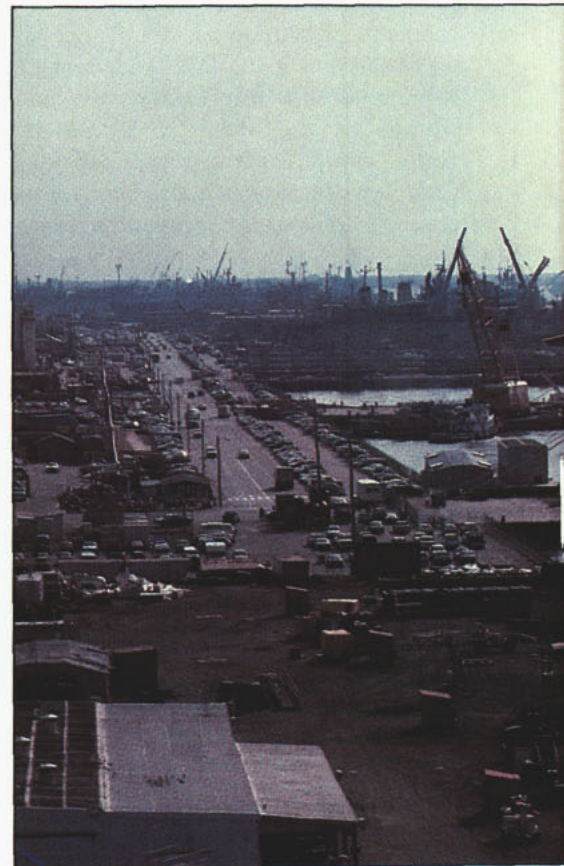
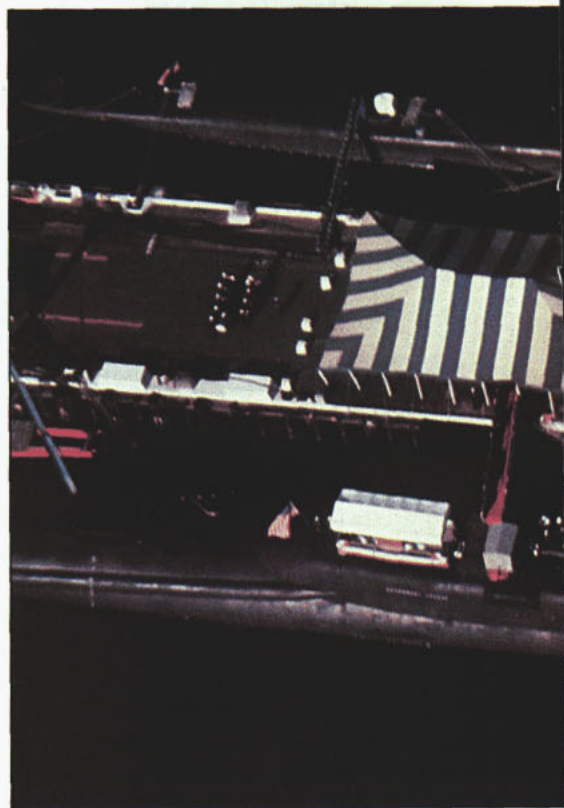


Photo by PH3 Joan Zopf

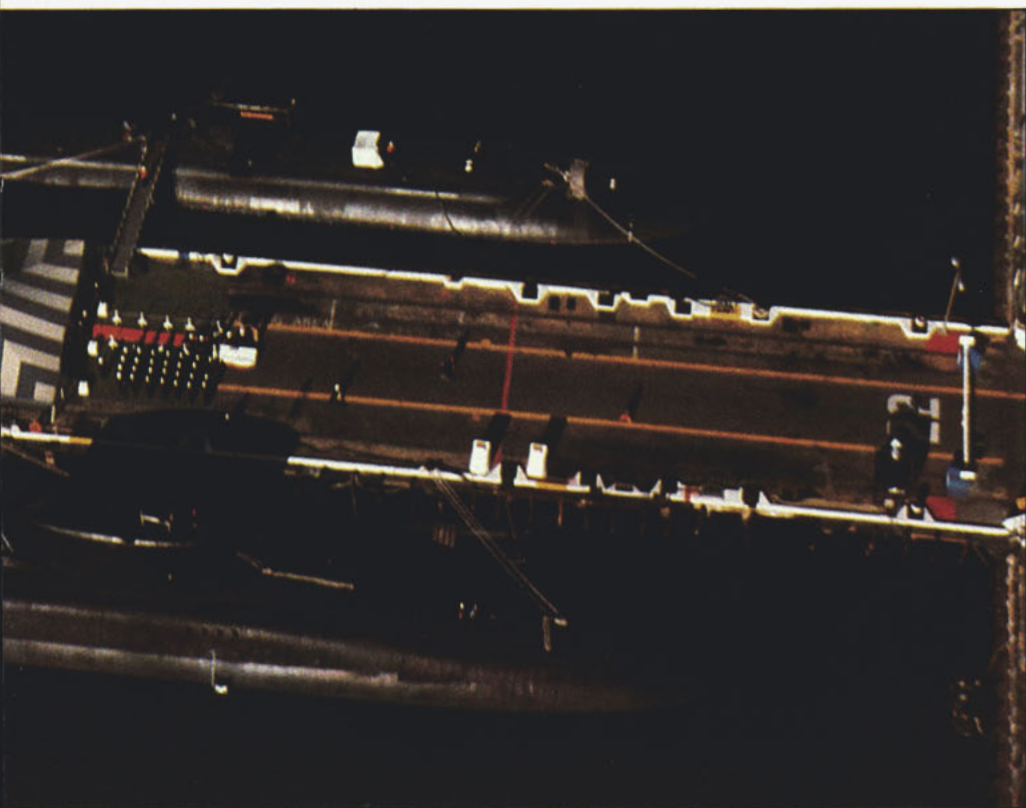


Photo by PH3 D.E. Erickson



Photo by JO2 Jodelle Blankenship



Photo by JO2 Jodelle Blankenship



Photo by PH2 Chris Holmes

Far left: USS Puget Sound (AD 38) and USS Comte de Grasse (DD 974) host visitors during Norfolk's annual Harborfest. Upper left: Elevated view of USS Baltimore (SSN 704) and USS Nathanael Greene (SSBN 636) during Nathanael Greene's decommissioning. Lower left: Ships large and small moored at Naval Station, Norfolk. Top: Returning sailor greets wife and son. Bottom: USS Harry E. Yarnell (CG 17) moored in Norfolk.

Norfolk

port group are often busy up and down the East Coast performing joint military amphibious and cargo delivery operations.

As with most work sites in the Hampton Roads area, there are outstanding recreation opportunities nearby.

The Yorktown Visitors' Center, commemorating the Revolutionary War battle that finally brought independence to the United States, sits on the west bank of the York River, just outside the gate to the Weapons Station. The center offers information exhibits and Revolutionary War displays. Here the sights and sounds of the American Revolution are relived.

Colonial Williamsburg is just up the road. With more than 173 acres, 88 original 17th and 18th century buildings and at least 200 reconstructed buildings, the town, populated as it is with appropriately costumed employees, recaptures the architecture and spirit of the 18th century capital of Virginia.

In Hampton Roads, much more is brought to life. Military families and civilians of all races and cultures continue to help build a vital and ever-growing community. They breathe life into the



Photo by PH3 Joan Zopf



Photo by PH2 Carl Duvall

Above: Geese grace Little Creek's Lake Bradford. Upper right: Dancers perform at Norfolk's annual Azalea Festival. Far right: Many sailors and retirees enjoy Naval Amphibious Base, Little Creek's golf course. Right: Pilot welcomed home with American flag.



Photo by JO2 Jodelle Blankenship



Photo by PH2 Carl Duvall

huge hulls of steel that find their home here when not sailing the world's oceans. They keep the aircraft flying. They keep the weapons systems armed and ready. They make Hampton Roads what it is: good duty. □

Blankenship, now attending Syracuse Univ., was at NIRA Det 4 when she wrote this story.

Sailors enjoy an afternoon of volleyball at Naval Amphibious Base Little Creek's Lake Bradford.

MORE INFORMATION

A very useful area guide, which provides basic information for Norfolk newcomers, called *The Navy in Hampton Roads*, may be available at your local public affairs office. Anyone anticipating coming to the Hampton Roads area may wish to consult that guide.



U.S. Navy photo

Festivals

There are numerous festivals and special events celebrated throughout the area, year-round. Among the major community events are Norfolk's Harborfest, the Virginia Beach Neptune Festival, Ghent Arts Festival, Chesapeake Jubilee Festival, Norfolk's Azalea Festival, Hampton's Bay Days and The Portsmouth Seawall Festival.

Harborfest began in 1976 as the Norfolk Operation Sail, attracting 50,000 people that year. More than one million now participate in the downtown waterfront celebration of Norfolk's maritime heritage on Memorial Day weekend.

Portsmouth's Seawall Festival has been celebrated for more than 100 years. For the last 15 years, the Seawall Art Show and a parade have been a part of the celebration which takes place across the Elizabeth River from Harborfest

on Memorial Day weekend.

The **Neptune Festival** celebrates Virginia Beach's success as the largest and fastest growing city in Virginia. Boardwalk Celebration Weekend, Heritage Day, Healthfest, a tennis tournament, triathlon and a formal ball are among the festival's summer-ending events. The Blue Angels are featured in the annual Neptune Festival airshow.

The **Ghent Arts Festival** takes place Mother's Day weekend when the Ghent section of Norfolk becomes a giant outdoor art festival for the community to view and purchase their favorite art pieces.

The **Chesapeake Jubilee** is oriented toward family participation and over 300,000 people enjoy the three-day event held on the 13-acre site adjacent to Greenbrier Mall in Chesapeake.

Norfolk's Azalea Festival celebrates the North Atlantic Treaty Organization, Allied Command Atlantic, in Norfolk, and the close ties between the people of the Hampton Roads area and the command's multinational staff. Military personnel and civilians work hand-in-hand setting up festival activities.

Even with its name changed from Hampton Fair Days to **Hampton's Bay Days**, this festival is still designed to improve the quality of life of Hampton citizens by promoting the Chesapeake Bay as a recreational and industrial area and by bringing economic development to the area. The celebration is held over many blocks of downtown Hampton overlooking the bay and activities include a tennis tournament, bike races and a yacht race. □

Thoughts on the Norfolk/Tidewater area

Lt. Cmdr. John Lloyd is a Norfolk-area native — a 1970 graduate of Portsmouth, Va.'s Cradock High School. A 13-year Navy veteran, Lloyd has been stationed aboard ships homeported in San Diego and Mayport, and reported to Norfolk in July 1987 for his first tour here. He noticed some changes.

"Right outside the naval base main gate there used to be a large number of 'businesses' designed to take advantage of sailors, everything from tailors and bars to dancehalls. Those were torn down and now you have a 'clean' street.

"What I particularly recall about the

"...it's just so much more cosmopolitan than some smaller duty stations."

area itself, though, is that it has improved by leaps and bounds as far as things to do. It's always been a place of historical interest — the Yorktown battlefields and Williamsburg. There's also camping, hunting and fishing, and all sorts of other outdoor sports available.

"The cost of living is moderate, all the things to do here . . . it's just so much more cosmopolitan than some smaller duty stations.

"My wife is totally in love with the area. She had visited here. But we moved here in July to live, and she has come to really like the weather and the shopping convenience of not only the variety of exchanges and commissaries but also the civilian shopping opportunities.

"We particularly like the seasons. Because we're so close to the Gulf Stream, temperatures are more moderate here than they are further inland, such as in Washington, D.C.

"The pace of the traffic and the tension involved is much less than larger cities.

"I'd love to retire here." □

Journalist 2nd Class Thomas M. Logan is assigned to the Navy Public Affairs Center, Norfolk. Before that, Logan was stationed for three years aboard USS *Saipan* (LHA 2), homeported in Norfolk. He first served in Norfolk in 1982 aboard the dock landing ship USS *Austin* (LPD 4).

"I have found the cost of living to be high here, and wages for my wife are low. For example, a newspaper ad in Norfolk advertises for an accountant with wages of \$12,000 a year. In Minneapolis, an accountant starts in the low \$20,000-a-year bracket, but the cost of living there (in Minneapolis) is the same as here.

"Educationally speaking, there are good opportunities here through the master's level, but only limited doctoral programs. Tuition rates are high, for state-supported schools.

"It is an excellent area for visiting historical sites, especially from the Colonial and Civil War periods.

"One major drawback for me is the

"One drawback for me is the horrendous base traffic."

horrendous base traffic. Parking on base is worse. Commissary shopping near paydays is an absolute 'zoo.'

"As for setting up house — fringe areas like Newport News would be attractive places to live because of lower prices and a lot less traffic. Their major drawback is having to come to work and return home through the Hampton Tunnel, under the Elizabeth River, which in itself can be a real juggernaut." □

Navy wife Dahlia G. Garcia, whose husband — Petty Officer 2nd Class Lorenzo M. Garcia — is stationed aboard the Norfolk-based aircraft carrier USS *John F. Kennedy* (CV 67), enjoys the area. A native of Corpus Christi, Texas, Mrs. Garcia arrived in Norfolk in April 1987 for the first time.

"I like living next to the base because of the convenience of the exchange and the commissary.

"The city of Norfolk provides numerous recreational opportunities such as tennis, softball and bowling.

"We are a Hispanic family and attend a church that provides services in our language, which is important to us.

"The school my children attend is nearby, which makes it very easy for me to discuss my children's educational needs with their teachers and principal. It also affords me the opportunity to volunteer to assist the school whenever I want.

"My daughter has needed a lot of assistance with her math, and my son has a speech impediment and attends speech therapy twice a week — the school has offered excellent assistance in providing help in both cases.

"The availability of medical care is one aspect of living here that could stand some improvement. As for the availability of pediatric services — I'm

"Overall, I'm satisfied with living here in Norfolk."

satisfied with them in that I haven't had to wait for long periods for pediatric care.

"Overall I'm satisfied with living here in Norfolk. Most of the people I've met are very nice and friendly." □

Bearings

Bicycling for those who can't

A bicycling duo from the Norfolk-based aircraft carrier USS *Coral Sea* (CV 43) pedaled 640 miles through stormy weather to bring a little sunshine to the Muscular Dystrophy telethon last fall in Virginia Beach, Va.

Aviation Electronics Technician 2nd Class Mario Vittone and Aviation Fire Control Technician 2nd Class Greg Raymond left Norfolk Naval Station on their four-day bike-a-thon that raised \$4,000 from *Coral Sea* sailors and Norfolk community sponsors. The fund drive was bolstered by a telethon held on board *Coral Sea* where sailors donated \$1,400.

Vittone and Raymond were part of a five-member team that represented the ship. Three of their shipmates accompanied the cyclists in the ship's van providing them with bicycle maintenance and medical assistance.

The cyclists, encountering heavy rain and strong winds during their journey through Virginia and North Carolina, still averaged 160 miles each day. As the bicycling team passed through towns along the way, telethon banners posted on the van brought cheers from local residents. "We felt great about representing *Coral Sea* and being close to the com-

munity," said Raymond.

Upon reaching the Muscular Dystrophy telethon headquarters in Virginia Beach, Vittone and Raymond presented the check for \$4,000.

Despite the foul weather they encountered, Raymond and Vittone are planning a second annual Muscular Dystrophy bike-a-thon. More sponsors, more riders and more money are three priorities of the team, Raymond said. He added, "More sunshine would be nice, too." ■

— Story by JO3 Greg Carter, USS *Coral Sea*

War-of-tugs

Large harbor tugboats at Naval Station, Pearl Harbor, competed recently for awards in the YTB Efficiency Program. Modeled after the Fleet Battle Efficiency Program, the YTB competition determines which tug is best in the areas

of damage control, engineering, deck seamanship and operational efficiency.

The large harbor tugboats assigned to the Naval Station undergo a continuing schedule of inspections and evaluations. Damage control requirements are the

same as for fleet units; firefighting, flooding and crew completion of damage control PQS are all evaluated.

The engineering evaluation is based upon engineering casualty control exercises, preventive maintenance, engineering reliability, adherence to the oil analysis program and completion of ships' systems PQS.

Evaluation in deck seamanship is based on graded exercises for man-over-board and abandon-ship drills. Crews are also tested for their general knowledge of their craft's daily operations.

In addition to awarding the engineering "E," the damage control "DC" and the deck seamanship "D" with crossed anchors, the tugboat with the highest overall score is awarded the Gold Tugboat "T." ■

— Story by JO2 Diane Jacobs, Hawaii Navy News, NS Pearl Harbor

While shipmates look on, the excellence in engineering "E" award is painted on USS *Waxahachie* (YTB 814), awarded to the large harbor tug after six months of competition with other tugs at Naval Station, Pearl Harbor. Photo by Baron Sekiya.



Bearings

Violent peace

A memorial erected by the 1st Class Petty Officers' Association, Naval Air Facility Detroit, honors the sailors and marines who died in the attacks on USS *Stark* (FFG 31), the Marine barracks in Beirut, and USS *Liberty* (AGTR 5), which was accidentally fired on by Israeli aircraft and torpedo boats in 1967.

"I join you in pledging never to forget the sacrifice made by these men, these heroes," said U.S. Senator Carl Levin (D-Mich.), guest speaker for the memorial service. "I am honored to participate in this ceremony of remembrance."

Family members of the three Michigan sailors who died on *Stark* attended the service. ■



Photo by JO2 Joe Parker, NAF Detroit, Mich.

Saving \$ through reutilization

Training-related components with a value of \$14 million were reutilized in fiscal year 1986 by repair instructors at Norfolk's Fleet Training Center. A civilian reutilization specialist at the base Defense Reutilization and Marketing Office noticed the components were being delegated to scrap, and a phone call to the instructors brought a quick, positive response. The components, from 155 outdated aviation computer systems, had been removed from older aircraft and replaced by state-of-the-art equipment.

"We have an ongoing need for printed circuit boards, printed wiring boards, and other electronic modules and assemblies," said instructor Rowland L. Bussler. "They provide hands-on experience for students in our miniature/microminiature repair program at Norfolk, and for similar programs in California, Colorado and elsewhere in Virginia."

Bussler and his co-instructors discovered many other items for use in their program, and soon began utilizing warehoused surplus shelving, storage cabinets, chemicals, cleaning fluids, solvents,



Instructor helps student with soldering techniques at FTC Norfolk.

microscopes, solder, lamps and even dental tools for use in handling small circuitry. Reutilizing such supplies satisfied many of the school's needs without out-of-pocket expenditures, saving millions of taxpayer dollars. ■

— Story and photo by Victor Haagen, PAO, Defense Reutilization and Marketing Region, Columbus, Ohio.

High school students 'walk the sail'

High school students piloted the nuclear submarine USS *Haddo* (SSN 604) during an eight-hour daylight cruise off the coast of southern California as part of their award for being the top science students in the nation.

The 25 students, all Naval Science Award winners, were the guests of the Navy for 10 days in San Diego where, in addition to the submarine excursion, the young scientists were introduced to practical application of modern technology at various research and development activities.

The students toured the Naval Ocean Systems Center, talking to technicians, scientists and engineers; they visited the Coronado amphibious base and the Basic Underwater Demolition School; they toured the new Navy Hospital at Balboa, examining the robotic supply system; and they visited the submarine base training center where they received hands-on training on the submarine dive simulator, training that paid off during their time aboard *Haddo*.

The Navy included aviation experiences for the young scientists as part of their award. They visited Miramar Naval Air Station, examining the F-14 *Tomcat* and taking turns on the F-14 simulator. They also made a pier-side visit to USS *Ranger* (CV 61) at NAS North Island.

Other tours included USS *Chandler* (DDG 996), for a look at the surface force of the Navy, the Navy's data processing school in San Diego, the Marine Corps Base at Camp Pendleton and its computer center, and the Scripps Institution of Oceanography in La Jolla.

The Naval Science Awards Program is a broad-based effort to recognize high-school-level scientific achievement at state and regional science fairs nationwide. ■

Adopt-a-sailor

In a role reversal of the U.S. Navy's "Adopt-A-School" partnership in education program, nearly 400 Florida schools from Miami to Pensacola recently "Adopted-A-Sailor" on the newest *Ticonderoga*-class guided missile cruiser, USS *Leyte Gulf* (CG 55).

Approximately 800 students participated in the adoption ceremony that took place at the cruiser's commissioning site in Port Everglades, Fla.

According to Commissioner of Education Betty Castor, the Florida Department of Education selected public and private schools statewide to participate. Each school adopted one of the 400 crewmen aboard *Leyte Gulf*.

As the guided missile cruiser sails around the world, crew members will share letters, video tapes, photographs

and other materials relating to the various ports of call made by the ship. Adopting schools, in return, will share information about their school and community.

Since being commissioned, *Leyte Gulf* is homeported at Naval Station Mayport, Fla. Students from adopting schools may now visit the ship when it is in port. During visits, representatives from the adopting schools will be introduced to the crew member they've adopted and will board the guided missile cruiser for a special tour.

"Since our homeport is Mayport, we can truly be considered 'Florida's own cruiser,'" said Captain Jette Browne, commanding officer of *Leyte Gulf*. "The opportunity for students from around the state to interact with my crew makes

this program especially meaningful."

"Adopt-A-School" is part of the Partnerships in Education segment of the Chief of Naval Operations' "Personal Excellence" initiative. The program is designed for ships to adopt schools within its homeport area. In adopting the schools, Navy personnel have provided examples in self-discipline, fitness, responsibility and citizenship.

Through class visits and tutoring by Navy members and field trips and overnight stays aboard Navy ships for school children, educators and Navy leaders hope to enhance the education of the thousands of students who take part in the "Adopt-A-School" program. ■

— Story by Lt. Cmdr. Dennis Hessler, Public Affairs Office, NAS Pensacola, Fla.

Fireroom . . . or 'waterroom'?

They're not as visible as many other departments aboard ship, and many sailors take for granted the product this department produces, but USS *Proteus* (AS 19) could not fulfill her mission without the fireroom crew and the water they produce.

"We all use water, a few of us use too much of it," said Machinist's Mate Senior Chief Dennis O. Timmins, "and it's my crew that provides it on *Proteus*." Timmins, as the fireroom leader, is responsible for the production of up to 80,000 gallons of fresh water for the crew and feedwater for the boilers each day.

"We produce the water underway, and it goes fast," said Engineman Paul A. Griffin. "It's a constant job."

The fireroom crew is also responsible for water treatment and maintaining boiler water/feedwater chemistry, as well as the equipment, such as boilers, evaporators and pumps.

The 21 men in the fireroom crew, con-



sisting of personnel in the boiler technician, machinist's mate and engineman ratings, must each have the ability to operate the boilers, run the evaporators and maintain the water chemistry. "Being in the fireroom is a great challenge," Timmins said.

"The people who work with me are knowledgeable and tough. They have made my job a lot easier."

Fireman checks for corrosion in *Proteus* boiler. Photo by PH3 Drake Zabriskie.

It's the hope of the fireroom crew that sailors will better understand the work required to produce water, and not take their water supply for granted. ■

— Story by JOC Frank W. Fisher, USS *Proteus* Public Affairs

Entomology

BUG BUSTING in the Philippines

Story and photos by PHC Chet King

Trekking through the dense Philippine jungle is dangerous enough during daylight hours when the tropical sun is hidden by a triple canopy of foliage. Imagine trying to climb steep, rain-soaked jungle ravines in the pitch-black of night, hoping you don't lose your footing and fall into a den of deadly cobras.

This is the working environment of Navy Lt. Robert Brian Gay, a medical entomologist and his team of "mosquito busters" as they track down the breeding areas of the elusive malaria-carrying mosquito, *Anopheles Flavirostris*.

"Everything comes out at night in the jungle," Lt. Gay said, "including mosquitos." The *Anopheles* breeds in the dense foliage and the abundant streams and ponds. "It's active from 8 p.m. to 5 a.m., so with backpack sprayers and ultra-low-volume fans, we set out through the Marine jungle training areas twice a month.

"Each of us on the team gets about two hours sleep on a bed of bamboo. The rest of the night we're spraying," Gay said. They have to be careful where they step. "One night I stepped on what I thought was a tree log. It squealed,

jumped up and took off, scaring the daylight hours out of me."

The 34-year-old lieutenant from Moscow, Idaho, is head of U.S. Naval Hospital Subic Bay's Entomology Branch of the Preventive Medicine Unit at the 7th Fleet's largest support facility.



"As one of the 36 medical entomologists in the Navy, I head a team of three preventive medicine techs and two Filipino biological technicians. Our job is to keep the Department of Defense personnel stationed here and visiting fleet sailors and Marines free from diseases carried by mosquitos and other insects," Gay said.

"In the Philippines, there are hundreds of species of mosquitos plus other exotic insects and spiders which have the potential for causing big problems for us. That's why, by being here, we feel like we're on the cutting edge in the world of military entomology," the six-year Navy officer said.

Petty Officer 2nd Class Steve Krysiak from Exeland, Wis., has been on the entomology team for three years.

"In 1985, 86 Marines came down with malaria they picked up at the training

A tire used as a swing (left) is checked for standing water and mosquito larvae. Lt. Robert Gay (opposite page) holds two exotic but harmless beetles. Preventive medicine tech Ed Boles (far right) dips for mosquito larvae as a sprayman stands by.

areas here. We don't want that to happen again," he said. "From January to June of 1986 there were 59 reported cases, but so far this year we have had four reported cases.

"Malaria cases treated at the naval hospital require two weeks of rack time (bed rest) and the administration of the anti-malarial drug Fansidar and quinine," Gay said.

Gay and his people are working to keep the hospital workload down.

"We've designed an integrated mosquito control program strategy. We conduct research studies and jungle surveys all-year-round," Filipino bio-tech Lory Panganiban said. He has been with the entomology team for 17 years.

"Our busiest times are May and November, just before and after the

rainy season, when the streams are slow," Panganiban said. "Fortunately, we have a lot of volunteers, both American and Filipino."

The team's job also takes them into the local community and villages adjacent to the Naval Facility and training areas. There they conduct medical civic action projects and take frequent blood smears for malaria. Gay dispenses drugs through the local health officials for those people whose blood tests positive for the malaria parasite. If mosquito breeding areas of *Anopheles* are found, larvaciding and chemical spraying are done.

"In May 1985, the population in the barrio of Mabayo, on the perimeter of the base, was found to be 25 percent positive for malaria. After treatment and monthly spraying the incident rate



Bug busting

dropped to less than one percent in October 1986," Gay said.

Gay and his team work closely with the Naval Medical Research Unit in Manila. The unit is conducting research at a village on the naval reservation.

Manny Vinluan, another Filipino biotech, has spent a lot of time with the villagers, who provide perimeter security to the base.

"We're looking into the possibility of malaria cases that are potentially resistant to local anti-malaria medicines," he said.

The team also keeps a small menagerie made up of Philippine water buffalos called carabao, pigs and mosquito-eating fish.

Hospital corpsman Ed Boles from Gloversville, N.Y., has spent a few sleepless nights with a young female carabao,

in a tent, collecting mosquitos.

"We call it a CBT, or carabao baiting trap," Boles said. "Mosquitos feed on the animal, then rest on the net we have over it. We collect the mosquitos at 10 p.m., 2 a.m. and 5 a.m. Later we take them back to the lab for identification."

Blood samples of pigs kept at the base riding stables are collected periodically to determine the presence of the Japanese B encephalitis virus. This is another insect-borne disease marked by headaches, fever, tremors and convulsions.

"Our control program is going along smoothly," Gay said, "We know what we have to do, and we have the personnel and facilities to do it."

Entomologists like Gay agree that the best way to protect the troops from insect-borne diseases would be inoculation. The Navy and other government

agencies are working together on a vaccine for malaria.

Until a breakthrough comes, Lt. Gay and his entomology team of "bug busters" will be trekking through the jungle controlling Subic's mosquito population. □

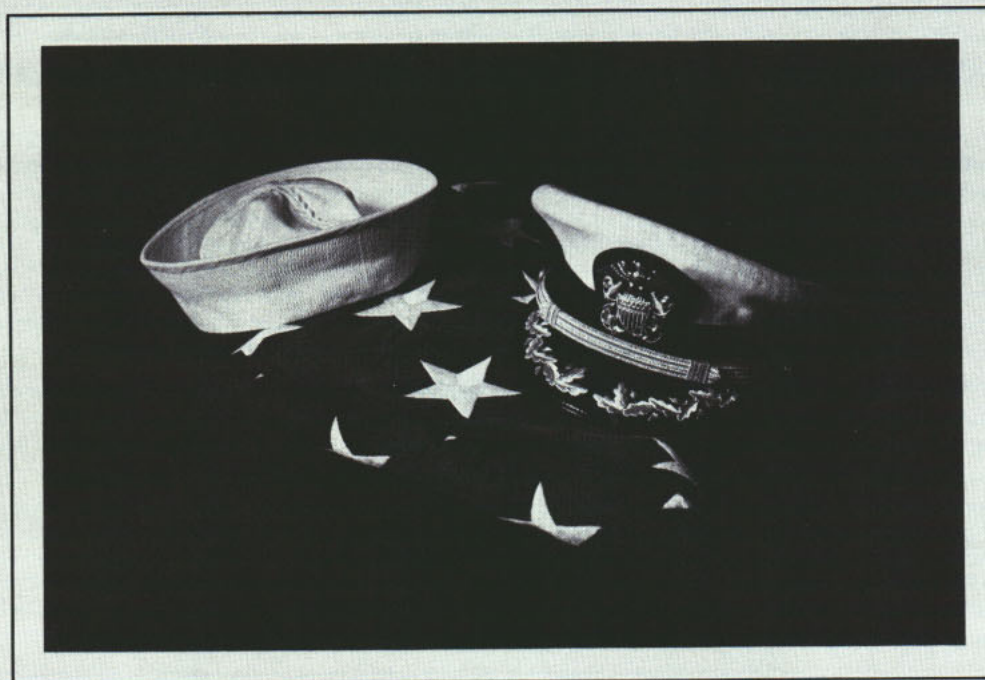
King is assigned to 7th Fleet Public Affairs Representative, Subic Bay, R.P.

Preventive medicine technician Ed Boles collects mosquitos at 5 a.m. in the carabao baiting trap. The mosquitos will be taken back to the entomology lab for identification. If disease-carrying species are identified, the area will be sprayed. Young female carabao observes procedure with understandable interest.



1

Navy Rights & Benefits



Survivor Benefits

With this issue, All Hands renews its series on Navy Rights and Benefits. These articles have proved to be extremely popular with our readers, providing basic information on topics such as Educational Opportunities, Commissaries and Exchanges, Veterans Benefits, Family Assistance and many others.

The series will outline many programs that contribute to the welfare of active duty personnel and their families and survivors, as well as members of the Naval Reserve and retirees.

A limited number of additional copies of each article can be obtained from Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

Job security and your base pay aren't the only benefits of your Navy career. To determine the actual value of being in the Service, you must consider a whole range of benefits available to active duty sailors, retired personnel and family members. Benefits for survivors form an important part of what you're entitled to as a Navy member.

This article on survivor benefits outlines the Survivor Benefit Plan. It includes a table which briefly describes allowances and services for survivors of active duty personnel and retirees. Space limitations prevent *All Hands* from including more complete details, so it is important that you contact directly the sources listed for further information.

The final two pages provide a form that you can use to plan your family's future. It will help you establish total survivor benefits and also give you an account of your family's financial standing.

Survivor Benefit Plan

Sometimes the hardest things to talk about in life are also the most important. Death and the benefits available to our survivors are among those things.

When people retire from the Navy they are often secure in the belief that a retirement check will arrive in the mail each month, like clockwork, for the rest of their lives. It is sobering, however, to realize that the checks stop when the retiree dies. What about the family? How will the bills get paid? What about the

children's education? An avalanche of questions pour forth with the realization that one's family may be financially secure now, but not necessarily later.

For many military retirees, the answers to these and other money questions can be found — at least in part — in the Survivor Benefit Plan for the Uniformed Services.

The Survivor Benefit Plan provides a limited income to the deceased retiree's beneficiaries. The amount of that income is determined by the monthly contribution the member elects to have deducted from his/her pay. This monthly income is equal to 55 percent of the full amount of the member's retired pay or 55 percent of any selected amount of retired pay over \$300 per month. This amount is adjusted periodically by cost-of-living increases.

For example, if a typical chief petty officer receives \$1,000 per month in retainer pay, the SBP monthly payment to his beneficiaries after his death would be \$550 (base amount \times 55 percent = annuity).

Suppose that same chief petty officer before retirement elected a lesser amount than the maximum coverage, say \$300 (the minimum amount which may be designated under SBP). Then the monthly SBP annuity would be \$165.

Keep in mind that the above figures represent gross amounts; annuities paid under SBP are subject to federal income taxes. SBP annuities are excluded, however, from inheritance taxes.

Military retirees will automatically be enrolled in the Survivor Benefit Plan at the maximum coverage level at the time of their retirement or transfer to the Fleet Reserve, unless they request coverage less than the maximum or decline participation in the program. Since March 1, 1986, if a member elects less than maximum coverage his/her spouse must concur with this decision.

So far, SBP is a pretty simple plan to understand. You pay money in return for a guaranteed income for designated beneficiaries after your death. But, there are a couple of things that tend to complicate the picture without decreasing the annuity paid to those beneficiaries. The two central ideas to understand are the DIC offset and the two-tiered SBP benefit system.

DIC-Offset — A surviving spouse may be eligible for Dependency and Indemnity Compensation payments from the Veterans Administration after the retiree dies. These benefits may offset or reduce the amount of SBP payments being made to the spouse under varying circumstances. First, we look at how DIC works in relation to SBP.

Suppose Senior Chief Jones suffered a service-related injury while on active duty. After retirement, Senior Chief Jones (who had enrolled in the Survivor Benefit Plan) died as a result of complications which developed from that injury. Since his was a service-connected death, his widow, any unmarried children under the age of 18 (as well as cer-

Survivor Benefits

tain handicapped children), children between the ages of 18 and 22 attending a VA-approved school, and certain dependent parents are eligible for DIC.

DIC is a monthly benefit based on the member's paygrade. It is exempt from federal income tax and may be received simultaneously with full Social Security benefits.

Senior Chief Jones' widow receives a monthly DIC of \$621. This \$621 is deducted from any SBP benefits she receives each month, so there is no change in her monthly annuity (although that tax-free \$621 will result in less overall tax on her annuity). That's the DIC offset.

(For more information about Veterans Administration Dependency and Indemnity Compensation as well as facts on other VA programs, see the pamphlet "Federal Benefits for Veterans and Dependents," available from the Veterans Administration.)

In this discussion of the DIC, the word "offset" may be a bit misleading since the total amount of money is never reduced as a result of DIC. It's simply that the money may come from a different source under different circumstances.

Two-Tiered System — The Social Security offset has been eliminated and was replaced with a two-tiered benefit system on March 1, 1986. Under the new two-tiered system the beneficiary will receive 55 percent of the base amount selected until age 62, and 35 percent thereafter. Current beneficiaries and future survivors of anyone who was eligible for retirement on or before Oct. 1, 1985, are "grandfathered." (When the survivor reaches age 62, the Navy Finance Center will compute the annuity both ways, using the two-tiered system and using the Social Security offset, and give the sur-

vivor the greater annuity of the two methods.) Former spouse elections made after March 1, 1986, are computed under the new two-tiered system.

For members who became eligible for retirement after Oct. 1, 1985, annuities will be computed using the two-tiered formula. Most survivors will receive a greater monthly benefit under the new two-tiered system. Below is an example, using a base amount of \$1,000.

Under SBP, many types of coverage are available at varying costs: spouse-only coverage, former spouse, former spouse and children, spouse and children, and insurable interest coverage.

Spouse-Only Coverage — As its name says, this is coverage for a retiree's spouse only. It is important to keep in mind that an election to cover spouse-only, once effective, is irrevocable, although the cost of coverage will not be deducted in any month when there is not an eligible spouse beneficiary. Retired members whose SBP coverage is suspended because of the loss of a spouse now have the option to elect not to resume spouse participation upon remarriage.

If coverage for a spouse is declined at time of retirement, coverage for that spouse, or any subsequent spouse, cannot be provided at any later time.

If there is no eligible spouse at the time of retirement, coverage for a spouse acquired after retirement may be provided. Such an election must be submitted within one year of the marriage and the spouse must have been married to the retired military member for a minimum of one year immediately before the retiree's death (or a surviving child must have been born of the marriage) to be eligible to receive an SBP annuity.

The cost of this spouse-only coverage is 2.5 percent of the first \$318 (subject to increase as active duty pay increases) plus 10 percent of any amount over \$318. See the chart on page 38 for more details. For example, on January 1, 1987, this low-cost amount increased to \$318 because of the 3 percent pay raise ($\$309 \times 1.03 = \318). Premiums deducted for SBP are not subject to federal income taxation. This means that if you are in the 20 percent tax bracket and elect coverage costing \$80, the "real" cost (after computing tax advantage) is only \$64. Furthermore, your coverage cannot be cancelled or premiums increased because of age or if you become "uninsurable" for any reason.

Spouse and Children Coverage — With this type of SBP coverage, the monthly annuity is paid to the surviving spouse. If the spouse is not eligible (because of death or remarriage), the annuity is paid to eligible dependent children.

The cost of this coverage is calculated using the cost of spouse-only coverage plus a small charge based on the age of the retiree, spouse and youngest child.

Under this coverage, no DIC offset will be made when SBP payments are made only to children.

Children-Only Coverage — The cost of this type of coverage is computed as a percentage of the SBP base amount and varies with the age of the retiree and the age of the youngest child. For example, a 40-year-old retiree whose youngest child is 10 years old would be charged \$3.10 on a base salary of \$1,000. An unmarried child is covered until age 18 (22 for students) or for life, should the child become incapacitated before age 18.

Former Spouse Coverage — A voluntary election can be made to cover a

Benefit	Social Security Offset	Two-Tiered System
until age 62	\$550.00	\$550.00
age 62 and older	\$330.00	\$350.00

Survivor Benefits

Survivor Benefit Plan—Spouse Only—Monthly Amounts

Base Amount of Retired Pay	Monthly Payment for Surviving Spouse (under 62)	Monthly Cost to Retiree*	Net Balance to Retiree***
\$ 100.00**	\$ 55.00	\$ 2.50	\$ 97.50
200.00**	110.00	5.00	195.00
300.00	165.00	7.50	292.50
350.00	192.50	11.15	338.85
400.00	220.00	16.15	383.85
450.00	247.50	21.15	438.85
500.00	275.00	26.15	473.85
550.00	302.50	31.15	518.85
600.00	330.00	36.15	563.85
650.00	357.50	41.15	608.85
700.00	386.00	46.15	653.85
750.00	412.50	51.15	698.85
800.00	440.00	56.15	743.85
850.00	467.50	61.15	788.85
900.00	495.00	66.15	833.85
950.00	522.50	71.15	878.85
1000.00	550.00	76.15	923.85
1100.00	605.00	86.15	1013.85
1200.00	660.00	96.15	1103.85
1300.00	715.00	106.15	1193.85
1400.00	770.00	116.15	1283.85
1500.00	825.00	126.15	1373.85
1600.00	880.00	136.15	1463.85
1700.00	935.00	146.15	1553.85
1800.00	990.00	156.15	1643.85

*Withheld from retired pay. Monthly premiums are discontinued if marriage is terminated by death, divorce or annulment.

**Applicable only if full retired pay is less than \$300 per month.

***Remainder of Base Amount of Retired Pay.

Table Copyright 1986 Uniformed Services Almanac. Reprinted with permission.

Computing Insurable Interest Coverage

Suppose you are 50 years old when you retire from the Navy and you wish to provide Insurable Interest Coverage under the Survivor Benefit Plan to your 30-year-old married daughter. Your monthly gross retired pay is \$750. The cost of such coverage is 10 percent of full retired pay plus 5 percent of full retired pay for each full five years the designated beneficiary is younger than the retiree.

The total cost will not exceed 40 percent of retired pay.

Thus, daughter is 20 years younger: $20 \div 5 = 4$; $4 \times 5\% = 20\%$;

$$10\% + 20\% = 30\% \times \$750 = \$225$$

The annuity equals 55% of the reduced retirement pay (gross pay less cost of coverage).

Thus: $\$750 - \$225 = \$525$.

The annuity equals $\$525 \times .55 = \288.75 .

former spouse. For elections made after March 1, 1986, former spouses are subject to the same restrictions as widows/widowers (e.g., must remain unmarried until age 55, may only receive one SBP annuity, and will be subject to the new two-tiered system at age 62). Cost for this coverage is the same as for spouse-only coverage.

Former Spouse and Children — It is now possible to cover your former spouse and the children from the marriage to that former spouse. If the former spouse becomes ineligible for the annuity, it is paid to the eligible dependent children. The cost is the same as for spouse and children coverage.

Insurable Interest Coverage — The final type of SBP coverage, Insurable Interest Coverage, may be provided to guarantee monthly SBP benefits to any person who has a reasonable and lawful financial expectation in the continued life of the retiree. This is legal talk for someone, other than the spouse, former spouse, or children, who is financially dependent on the retiree. It may be a brother, sister, parent or non-dependent child. If the "insurable interest person" is not one of these (e.g., a business partner), proof of financial benefit is required by the Navy Finance Center.

If there is no spouse or eligible child at the time of retirement, coverage for an eligible person with an insurable interest may be elected.

The cost of this coverage is figured as follows: 10 percent of full retired pay plus five percent of full retired pay for each five years the designated beneficiary is younger than the retiree, the total cost of such coverage not to exceed 40 percent of full retired pay (see "Computing Insurable Interest Coverage," table at left).

Prospective retirees must understand each type of coverage available and its cost so they can elect the plan that best provides for their family at the lowest possible cost.

Participation in SBP is an effective, low-cost means of providing a continuing income for your survivors in the event of your death. Periodic cost-of-

Survivor Benefits

living adjustments are made to the SBP annuity. Complete details are available from your command career counselor. Other sources of information on retirement, including your SBP coverage, can be found in the following Navy publications:

Navy Guide for Retired Personnel and Their Families, NavPers 15891 series. This booklet provides detailed information on retired rights, benefits and privi-

leges. This should be made available to the member during preretirement processing.

Shift Colors, published triannually by the Naval Military Personnel Command, provides updated information on retirement and serves as an official line of communication between the Navy and the retired community. Members who do not receive an issue within a reasonable time after retirement (six months) should

contact the Commanding Officer, Naval Reserve Personnel Center, Code 40, New Orleans, La. 70149, and request that their names be placed on the mailing list. *Retired Military Almanac* is an unofficial (commercial) digest of vital and factual information on military retirement rights and benefits. Mail all orders to: Uniformed Services Almanac, Department M, P.O. Box 76, Washington, D.C. 20044. □

A Quick Look at Supplemental Benefits

In addition to the survivor's benefits listed in Table 1 (page 40), there are other benefits for surviving dependents of deceased active duty members and retirees. Among these are:

Civil Service Employment Preference. Certain Civil Service preference benefits are granted to unremarried widow(ers) in connection with examinations, rating, appointment and reinstatements if they apply for a civil service position. Call or write any Civil Service employment office for details.

Fraternal Organization Benefits. Check with the nearest affiliate of any fraternal or professional organization in which the deceased held membership to learn of any insurance, burial, or other benefits which may be paid.

GI Loans. Unremarried widow(ers) of deceased military personnel may be eligible for GI Bill home loans, when death is service-connected. Contact the Veterans Administration for further details.

State Benefits. Many states provide to survivors of veterans such benefits as educational assistance, civil service preference, tax and license fee exemptions, employment assistance and bonuses. Most of the states maintain

veterans' agencies which supervise veteran and survivor benefits. The member's survivors should contact the veterans' agency in the state in which they intend to reside or the state in which the retired member last claimed residence. Any nationally recognized veterans' organization will also assist in providing information about survivor benefits.

Service Academy Appointments. Each year a limited number of appointments to: the U.S. Naval Academy, Annapolis, Md.; the U.S. Military Academy, West Point, N.Y.; and the U.S. Air Force Academy, Colorado Springs, Colo., are reserved for the sons and daughters of military members who died of war injuries. Inquiries should be sent to:

Office of Candidate Guidance
U.S. Naval Academy
Annapolis, Md. 21402

The Registrar
U.S. Military Academy
West Point, N.Y. 10996

Director of Admissions
U.S. Air Force Academy
Colorado Springs, Colo. 80840

Mortgage Guarantee. The mortgage guarantee provided as part of GI Bill Loans does not pay off the mort-

gage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the loan. The obligation to repay the loan falls to the deceased's estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee — but the government is then obligated to recover its loss from the family.

Officers and Enlisted Messes. If facilities permit, commanding officers are authorized to extend the privileges of Commissioned Officers' Messes (open), Senior Petty Officers' Messes (open), and 1st and 2nd Class Petty Officers' Messes (open) to unremarried widow(ers) or retired members of appropriate grades or rates. Such authorization may be extended to their dependents.

Contact the appropriate naval activity for more information.

Tax Relief. The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income tax for the year in which death occurred. Any tax liability outstanding against the member at time of death will be cancelled or reduced. Refunds can be made if tax on such income has already been paid. The federal estate tax is not applicable in the settlement of estates of such combat veterans. □

Table 1. Survivor benefits for

BENEFIT	DESCRIPTION
ARREARS OF PAY	Unpaid pay and allowances due to member at time of death.
DEATH GRATUITY	Designed to help defray immediate expenses, the death gratuity is six times the active duty member's monthly basic pay, to a maximum \$3,000 payable to beneficiaries, usually within 24 hours of death.
SURVIVOR HOUSING ALLOWANCE	Surviving family of member who dies while on active duty may: (1) remain in government quarters for the 90 days following date of death; or (2) receive up to 90 days of Housing Allowance (BAQ plus VHA). If the family vacates government quarters prior to 90 days, then the family will receive the cash balance of the 90 day Housing Allowance.
BURIAL EXPENSE ALLOWANCE	
Social Security	\$255 lump sum death payment to widow(er) or eligible children of member covered by Social Security.
Veterans Administration	\$300 basic burial allowance plus \$150 plot/interment allowance, if burial is not in a national cemetery. Service-connected deaths may receive up to \$1,100.
EDUCATION AND TRAINING	
Navy Scholarships	Various scholarships are available from Navy-affiliated organizations.
Navy Relief Society	
Guaranteed Student Loan Program	Education assistance loans are available to surviving dependents of Navy members.
Veterans Administration	Widow(ers) and children of members who died of service-connected causes may be eligible for up to 45 months of VA education assistance. Education loans are also available for those needing education financial assistance.
UNIFORMED SERVICES ID AND PRIVILEGES CARD (DD FORM 1173)	Unremarried widow(ers), dependent children to age 21 (23 if attending full-time institution of higher learning) and parents/parents-in-law determined to be dependent are entitled to ID card and appropriate privileges, if deceased member had retired with pay from military service.
EXCHANGE, COMMISSARY AND THEATER PRIVILEGES	Sponsorship passes may be given to unremarried widow(er) of retired member until such time as widow(er) remarries and becomes the dependent of another person. Surviving children are entitled to exchange and theater privileges if dependent on widow(er) for over half of their support to age 21 (23 if attending full-time institution of higher learning).
HEADSTONES AND GRAVE MARKERS	When burial is in a national cemetery, a headstone or grave marker is provided without cost or application. Markers for private cemeteries will be shipped free, but applicant is responsible for transportation to the private cemetery and cost of placement at the grave. If a headstone or grave marker is purchased from a commercial supplier, a maximum of \$70 toward purchase price is allowed.
HOUSEHOLD GOODS STORAGE/MOVEMENT AND RELOCATION OF DEPENDENTS	Movement of dependents who were eligible to relocate at government expense and movement of household goods allowed before the member's death are permitted within one year to any selected location at government expense, and storage in transit up to six months is allowed.
LIFE INSURANCE	
SGLI	Automatic Coverage (\$50,000 unless member elected lower amount — \$10,000, \$20,000, \$30,000, \$40,000 or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement).
VGLI	SGLI may be converted to a five-year non-renewable coverage known as VGLI (Veterans Group Life Insurance). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation, and whose service makes them eligible for VGLI, may purchase this insurance in an amount equal to or less than their SGLI if they are totally disabled, up to one year following separation.
Other Government Life Insurance	Depends upon the amounts and type of life insurance purchased by the member.
Commercial Insurance	Depends upon the amounts and type of life insurance purchased by the member.
MEDICAL CARE	Dependents of retirees who are eligible for medical care under the Uniformed Services Health Benefit Program or for the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) remain eligible for such care after the member's death for as long as the spouse remains unmarried.
NAVY MUTUAL AID ASSOCIATION	A membership organization which provides death benefits of \$25,000, assists beneficiaries in filing claims for government benefits and provides follow-up service as needed.
NAVY RELIEF SOCIETY ASSISTANCE	Provides temporary financial assistance (either a loan, gratuity, or combination of the two) to dependents of deceased Navy members plus counseling and referral services and other assistance.
RETIRED SERVICEMEN'S FAMILY PROTECTION PLAN (RSFPP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Sept. 21, 1972.
SURVIVOR BENEFIT PLAN (SBP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired after Sept. 21, 1972.
SOCIAL SECURITY BENEFITS (SSB)	SSB payments are separate from and in addition to any RSFPP/SBP or monthly VA compensation. SSB provides — depending upon eligibility — (a) monthly benefits to surviving widow(er) and dependent children; (b) MEDICARE coverage; and (c) lump sum death benefits (see Burial Expense Allowance entry).
VETERANS ADMINISTRATION DEPENDENCY AND INDEMNITY COMPENSATION (DIC)	Payable for service-connected death only. DIC is a monthly benefit determined on the basis of member's grade or rate and authorized for widow(ers), unmarried children under age 18 (as well as certain dependent children), children 18-23 (if attending a VA-approved school) and certain dependent parents of members who died in service or who died following discharge from a service-connected disability.
VETERANS SURVIVORS PENSION	Payable to widow(er) and children of a member whose death was not service-connected, providing their income needs do not exceed certain limitations and their net worth is within reasonable limits, as determined by the VA.

active-duty members and retirees

WHERE TO APPLY

Commanding Officer, Navy Finance Center, Code 301, Cleveland, Ohio 44199-2059. Phone 1-800-321-1080.

Payment of local disbursing office is automatic upon notification of death and with Commander, Naval Military Personnel Command approval.

Local disbursing office.

Local office of the Social Security Administration.

Regional office of the Veterans Administration. (Each state has at least one VA regional office.)

Commander, Naval Military Personnel Command (N-641D), Navy Department, Washington, D.C. 20370-5641.

Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1128, Arlington, Va. 22203-1989.

Regional office of the Veterans Administration.

For determination of dependency of parent or parent-in-law: Navy Family Allowance Activity, Cleveland, Ohio 44199-2087. For renewal or replacement of ID cards: The nearest naval activity authorized to issue ID cards or the Commander, Naval Military Personnel Command (N-641), Navy Department, Washington, D.C. 20370-5641.

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Director, Headstone Service (42A), Veterans Administration Central Office, 810 Vermont Ave., N.W., Washington, D.C. 20420.

The Installation Transportation Officer (ITO) at your local military activity will provide HHG information. The local military activity will also assist in the transportation of dependents.

Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.

Office of Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.

Veterans Administration Center, P.O. Box 8079, Philadelphia, Pa. 19101 (if residing east of the Mississippi River) or Veterans Administration Center, Federal Bldg., Fort Snelling, St. Paul, Minn. 55111.

Local office of the insurance company by which the member is insured.

Since changes may occur because of local service capabilities, consult your local Navy activity for entitlement information as well as for information on CHAMPUS.

Navy Mutual Aid Association, Navy Dept., Washington, D.C. 20370.

Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1228, Arlington, Va. 22203-1989.

Commanding Officer, Navy Finance Center (Code 301), Cleveland, Ohio 44199-2059.

Commanding Officer, Navy Finance Center (Code 301), Cleveland, Ohio 44199-2059.

Contact local office of the Social Security Administration immediately following member's death because claims may not be honored after an extended lapse of time.

Your local VA regional office.

Your local VA regional office.

HOW TO APPLY

Submit a claim for Unpaid Compensation of Deceased Members of the Uniformed Services (SF-1174).

The local Navy disbursing office will provide assistance and information on death gratuity payments.

The local Navy disbursing office will provide assistance and information on Survivor Housing Allowance.

Apply to the local SSA office within two years of member's death.

Application must be made within two years of member's death on VA Form 21-530 by mortician, survivor, or person paying burial expenses.

NMPC will supply information on type and number of scholarships available.

Apply through the Navy Relief Society.

Submit VA Form 22-5490, Application for Educational Assistance; or VA Form 22-490W, Application for Program or Education or Training by Spouse, Widow or Widower; or VA Form 22-8725, Application for Educational Loan.

The following documents must accompany application: a copy of retired member's orders; death certificate; marriage or birth certificate (as appropriate); interlocutory of final decree of divorce (if appropriate); and letter from Social Security Administration certifying you are not entitled to Social Security hospital insurance (part A) (applicable only to widow(er)s 65 and over.)

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Submit VA Form 40-1330 for procurement of a headstone or grave marker and VA Form 21-8834 for reimbursement of commercially purchased headstone or grave marker. Forms available at any regional VA office.

The ITO will require copies of orders in addition to other selected forms. Check with the ITO for specific information.

The beneficiary will be contacted and furnished VA Form 29-8283 by NMPC-122 upon receipt of official death notice. VA Form 29-8283 and a certified copy of the death certificate are forwarded by claimant to the SGLI office for payment.

Submit VA Form 29-8283 (available from regional VA office) and certified copy of death certificate to SGLI.

In any communication with the VA about life insurance, include member's policy number, full name, date of birth and service or Social Security number, civil death certificate, VA claim file number and insurance policy number.

Consult your commercial insurance agent for specific application information.

CHAMPUS guidelines and medical care information are available from the Commander, Naval Military Personnel Command (NMPC-08), Navy Dept., Washington, D.C. 20370-5080.

Further information is available from the Navy Mutual Aid Association.

You may apply (a) in person at a Navy Relief Society auxiliary, (b) by call or telegram to their headquarters, or (c) in an emergency through the local chapter of the American Red Cross.

Submit application Form DD-768 to Navy Finance Center to receive annuities.

Submit NavCompt Form 2269 (7-78) to Navy Finance Center to receive annuities.

Assistance in making application will be provided by the local office of the Social Security Administration.

Submit application on VA Form 21-534 available from any VA regional office.

Submit application on VA Form 21-534 available from any VA regional office.

Survivor Benefits

Financial Planning for Your Survivors

What financial shape would your family be in if you died tomorrow? Suppose you got hit by a car on the way home from the ship. After the trauma of your death and funeral was past, would your family at least find comfort in the fact you'd left them financially secure? Or would your death mark only the beginning of their troubles?

The following form may help you answer these questions. Referring to the explanation of rights and benefits in the accompanying table of benefits, you can get a working idea of the amount and types of assistance your family would receive upon your death. This amount, plus your personal assets, will give you an idea of the resources your family may

draw upon after you're gone.

How much they will have to draw and when can be figured in the part on Personal Obligations. Subtracting this amount from your total worth will not only tell if you will leave a financially secure family behind when you die, but may also show where and what types of additional financial security you may want.

SURVIVOR BENEFIT	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
Arrears of Pay	_____	n/a
Death Gratuity	_____	n/a
Social Security Burial Expense Allowance	\$255	n/a
Veterans Administration Burial Expense Allowance	\$300 basic allowance + \$150 plot allowance ¹	n/a
Life Insurance: NSLI/USGLI ²	_____	_____
Life Insurance: SGLI ²	_____	_____
Life Insurance: VGLI ²	_____	_____
Commercial Life Insurance ²	_____	_____
Navy Mutual Aid Association ²	_____	_____
Retired Serviceman's Family Protection Plan ³	n/a	_____
Survivor Benefit Plan ⁴	n/a	_____
Social Security Benefits	n/a	_____
Veterans Administration Dependency & Indemnity Compensation ⁵	n/a	_____
Veterans Survivors Pension	n/a	_____
TOTAL BENEFITS	_____	_____

NOTES:

¹Service-connected death may receive up to \$1,100.

²Amount and method of payment (one-time payment or monthly) dependent upon the amount and type of coverage elected by the member.

³Applicable only to those members who retired prior to Sept. 21, 1972 and elected this coverage.

⁴Applicable only to those members who retired or became eligible for retirement after Sept. 21, 1972 and elected this coverage.

⁵Monthly annuity dependent upon member's service-connected disability, grade or rate.

Survivor Benefits

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
PERSONAL ASSETS		
Savings ¹	_____	_____
Stocks/Bonds/Investments ¹	_____	_____
Personal Property (house, car, boat & all high-value items) ²	_____	_____
All other assets/income	_____	_____
TOTAL ASSETS	_____	_____
PERSONAL OBLIGATIONS		
Rent/Mortgage ³	_____	_____
Utilities (gas, electricity, water, sewage, telephone, etc.)	n/a	_____
Food and Clothing	n/a	_____
Transportation (car expenses, bus fare, etc.)	n/a	_____
Credit cards/time payments ⁴	_____	_____
Miscellaneous expenses	_____	_____
TOTAL OBLIGATIONS	_____	_____

NOTES:

¹You may either figure the total amount available as a one-time payment or compute the interest/dividends you earn each month as a monthly payment.

²Immediate cash would be available from the sale of high-value items. You may also receive monthly rental fees from a home or other appropriate items.

³Certain types of mortgage insurance provide for payment of the remaining amount due on homes upon the death of the member. This would represent a single one-time payment. Other types of mortgage insurance guarantee the amount of the mortgage but do not release surviving members from their responsibility for repaying the mortgage upon member's death.

⁴Many credit agreements provide for a monthly interest charge with no penalty for early payment. Other credit agreements may include a set finance charge — for which no credit is given for early payment — and/or an early payment penalty fee.

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
TOTAL SURVIVOR BENEFITS: plus	_____	_____
TOTAL PERSONAL ASSETS: plus	_____	_____
TOTAL WORTH minus	_____	_____
TOTAL PERSONAL OBLIGATIONS equals	_____	_____
FAMILY SECURITY OR INSECURITY AFTER THE BREADWINNER DIES	_____	_____

Mail Buoy

Priorities?

I have just read the article "Fire in the Night," in *All Hands*, issue 843, June 1987, and I am disappointed. Your coverage of the USS *Stark* (FFG 31) bombing leaves quite a lot to be desired. I am pleased that HT1 O'Keefe and nine of his shipmates received the Navy and Marine Corps Medal for their good work, but what about all of the others? What about the other ships that helped out? These select ten men were not the only ones to work 36 hours straight, nor were they the only ones who exhibited a "quick and valiant response in damage control and firefighting." The USS *LaSalle* (AGF 3) was there, as well as two other ships. I know several men on the *LaSalle*, and I know that they and their shipmates also worked very hard and very courageously.

I realize that I probably don't know the whole story, because I am at a shore station, but I also realize that as members of the military, it is our job to do these things and if you are going to give out kudos for doing a good job, include all of those who did the good job.

Secondly, I noticed that the article on NJROTC received more coverage than the USS *Stark*. Thirty-seven Navy men died in the line of duty and you spend more space talking about a program for teenagers? That is unacceptable. Where are your priorities? You gave as much space to a story about a girl buying a used car as you did an event that will forever darken the pages of history and leave a painful gap in the hearts of families and fellow Americans. I am not proud to call any of you fellow Americans.

—CTO3 Christina M. Smith
Lajes Field, Azores

❖ *Covering the Stark story was very difficult, for a number of reasons. There was extremely close control on all information coming out of the Gulf region. That, along with the tight deadlines All Hands works under, and the long lead time (up to three months) for most fully-developed feature stories, meant that we had to work quickly with limited information. Overseas distribution of the magazine can take a long time, but just because you received your copy several weeks after the attack on Stark, you shouldn't think that we had several weeks to prepare the story; we had only a few days to pull one story from the issue that was going to press and substitute Stark.*

Certainly, it required hard work and support from many other units in the Gulf to

help save Stark. USS Waddell (DDG 24) and USS Conyngham (DDG 17) were on scene within hours, and USS LaSalle arrived early the next morning. But it is clear that the response of Stark sailors in the first moments following the attack saved a number of lives and, ultimately, the ship itself.

As to the question of story length, we simply were not in a position, given our time constraints, to redesign the entire magazine to make sure that no story was longer than the four pages we devoted to Stark. The importance of a story is a function more of placement, timing and subject matter than of length. Then too, the importance invested in a particular story varies from reader to reader; All Hands is constantly striving to provide a wide variety of news, features and other information to more than 500,000 different Navy readers. — Ed.

More than one PSD

It was with great dismay that I read in your August 1987 article, entitled "Duty in D.C.," that Crystal City houses Personnel Support Detachment, which serves all active duty and reservist personnel in Washington.

There are several other PSDs in the Washington, D.C. area. For example, Bethesda, Naval Security Station, NAF Andrews and where I work, at Personnel Support Activity Detachment, Anacostia.

Located at the north end of Bolling AFB and being an integral part of Naval Station Anacostia, we are 53 active duty and civilian personnel serving over 90 active duty commands with 2,500 service records. In addition, we, not Crystal City, support the Naval and Marine Corps Reserve Center, Washington, D.C., and Naval Reserve Readiness Command, Region Six. This responsibility adds 3,000 Selected Reserve service records to our total.

Lastly, we are a major separation center for Headquarters, Naval District Washington, processing administrative, punitive, medical and overseas discharges. Over two-thirds of our monthly separations are from commands who "don't belong to us." Please mention us in any future story on duty in Washington, D.C.!

—PN1 L. J. Densmore
PSAD Anacostia,
Washington, D.C.

Safety last?

On the inside of the front cover of the August 1987 *All Hands*, the picture does no justice for Navy safety standards. None of the

personnel on the platform, the vertical launch, or tending lines have safety harnesses on. If I am wrong, please advise me.

—ENC Bowerman
Greenville, S.C.

❖ *Personnel pictured are civilian contractors working for a private firm, Ingalls Shipbuilding, a division of Litton Industries. The Litton public relations office says that those workers are abiding by OSHA regulations for shipbuilders, which are not the same as safety requirements for Navy sailors in an operational environment. — Ed.*

Commission with the USMMA

The article in issue Number 840, on "Paths to a Commission" appears to have omitted a source of commissioned officers at least as basic as the ROC program. I am referring to the ensign's commission, USNR, that is conferred upon all eligible graduates of the U.S. Merchant Marine Academy.

While it is true that USMMA is not a large school, this much forgotten federal academy is the only one to have earned a battle standard. If the purpose of your article was to inform your readers of the ways to become a naval officer, then may I suggest that you do a follow-up article on the school called Kings Point. It has a rich history stemming from its conception during World War II. It offers a full scholarship to all its midshipmen and requires the same congressional appointment as the Naval Academy.

For more information write, or better yet, visit the U.S. Merchant Marine Academy in Kings Point, NY 11024.

—Lt.Cmdr. Bruce Truog
USNR USMMA '71
Castleberry, Fla.

Reunions

❖ **USS Laffey (DD 724)** — Reunion April 14-18, 1988, Charleston, S.C. Contact R. Boyce, 16749 Ticonderoga, Baton Rouge, La. 70817.

❖ **USS Dennis J. Buckley (DD 808)** — Reunion April 14-18, 1988, Charleston, S.C. Contact Charles Bill Black, P.O. Box 1301, Little Rock, Ark. 72203.

❖ **USS Consolation (AH 15)** — Reunion October 1988, San Diego. Contact R. Peckinpugh, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.

All Hands 1987 Index

KEY TO INDEX

Page references are by month and page. For example 5:2; 10:13 means May issue, Page 2 and October issue, Page 13. Covers are indicated by: FC (front cover), BC (back cover), IF (inside front) and IB (inside back). The index is in two parts: the first by subjects; the second by ships and aircraft.

A

Absentee collection units — 2:20
Adopt-a-school — USS *Roanoke*, 7:38
Advancement — enlisted, 2:42
Aida — and USNS *Mercy*, 7:28
AIDS
fact update, 11:16
HTLV III and assignment, 3:3
personal account, 11:12
VA initiates drug study, 8:41
Air traffic control — air traffic controller of the year, 5:31; during amphibious assaults, 5:29
Airman apprentice training — 3:22
Airships — history, 6:18; return to duty, 6:27
Alaska — Aleutian islands, 5:18; training exercise, 1:28
All Hands — new subscription price, 12:2
Allen G. Ogden Award — 9:42
Argiro, Larry J. — Conrad award, 2:38
Arctic Service Ribbon — approved, 9:2
Art, Navy
blimps, 6:18
Constitution, USS, 3:BC; 5:4
Wheels, The, 4:BC
Australian — Vietnam recollections, 6:28
Authority strengthened, base and station commanders — 4:2
Automobiles — see Used cars
Aviation Program — Rights & Benefits, 3:44
Aviation training awards — 11:47

B

Balunso, Aida — see Aida
Bartoe, John-David — award, 9:45
Basic Allowance for Quarters (BAQ) — 2:2
Battleships — duty aboard, 8:2; reactivation, 4:28; special section, 4:19
Belesimo, Tony — gymnast, 1:4
Berets — women's uniform item, 12:2
Bethesda Naval Hospital — brain surgeon, 11:26
Bibliography
USS *Borie*, 1:15
Great White Fleet, 4:15
Japan, 9:14
PT boats, 6:13
Bleifeld, Stanley — designer of "Lone Sailor" statue, 9:44

Blimps — see Airships

Blue Angels — demonstration team, 7:20
Boat theft — prevention, 2:38
Boesch, BMCM Rudy — Navy SEAL, 12:15
Boiler Technicians — aboard *Coral Sea*, 8:10
BOOST (Broadened Opportunity for Officer Selection & Training) — new student, Bryan Taylor, 10:45; program description, 10:44; Rights & Benefits, 3:42
BOSS (Buy Our Spares Smart) — 1:2
Boxing — coach in Philippines, 8:16
Bradley, YN2 (SS) Jerry — Navy birthday personality, 10:33
Brain surgeon — a day in the life of, 11:26
Brig — aboard ship in 1800s, 2:18; in Philadelphia, 1:10
Brooks, Rear Adm. Dennis — selected to head Middle East task force, 11:2
Brown, Cmdr. Joseph Z. — CO USS *Constitution*, obituary, 7:13
Brunner, AFM Jerome — Navy birthday personality, 10:28
Bucklew, Capt. Phil H. — Navy SEAL and special warfare training center, 12:32
BUDS (Basic Underwater Demolition/SEAL training) — 12:35
Bulkeley, Rear Adm. John D. — WW II PT boats, 6:8

C

CACO (Casualty Assistance Calls Officers) — 7:5
Camp Pendleton, Calif., Marine Corps Base — field hospitals, 1:32
Cannon, AT2 Patrick — Navy birthday personality, 10:38
Cannon — replacement for USS *Constitution*, 1:IB
Casualty Assistance Branch, NMPC — and USS *Stark*, 7:4
CHAMPUS — reform, 4:2; 11:8
Chief of Naval Operations (CNO) — see Trost
Chief Warrant Officer (CWO) Program — 3:43
China port call — see Qingdao
Chinese — visit Pensacola, 5:39
Civilians, Navy
Conrad Award, 2:38

Distinguished Civilian Service Award, 9:45
Gokokuji Bell and SecNav, 10:12
ID cards, 12:2
Managing to Payroll, 9:40
Milcap Award, 8:40
Navy Superior Civilian Service Award, 5:38
Reilly, John, historian, 4:34
Secretary of the Navy — Lehman resigns, 4:32; Webb nominated, 4:33
Vernon T. Foster Distinguished Service Award, 9:43
Ward, Dr. Carter and ConPacs, 12:45
Women at sea, 8:3
COLA (Overseas Cost of Living Allowance) — 4:2
Command Master Chief (CM/C) Program — 2:3
Commander in Chief — U.S. Atlantic Fleet (CinCLantFlt), Kelso, Adm. Frank B. II, interview, 8:4
U.S. Pacific Fleet (CinCPacFlt), Lyons, Adm. James, interview, 5:6
Commissary — reservist privileges, 5:2
Commissioning Programs — Rights & Benefits, 3:41
Conrad Award — 2:38
Constitution bicentennial celebration in Boston, 12:41; 5:4 logo, 2:38
public service announcement, 7:IB
signers and ships named for them, 10:IF; 11:IB; 12:IF
USS *Constitution*, bicentennial centerpiece, 5:4
Counselors, drug and alcohol — shortage of, 4:2
Crime prevention — boat theft, 2:38

D

DACOWITS (Defense Advisory Committee on Women in the Service) — report by, 12:2
Damage control — mobile wet trainer, 7:18; rating returns, 10:8; training, 10:11
Deason, EN1 Alan — Navy birthday personality, 10:34
DEERS, and Dependent Dental Program — phone numbers, 11:3
Dental Corps — history, 11:41
Dental plan for dependents — in effect, 9:2; premiums set, 6:2
Deserter Apprehension Program — 2:30
DeVaughn, SMC Gregory — Pacific Fleet Sailor of the Year, 10:4
DiBiase, George V. — Navy civilian superior service award, 5:38
Diego Garcia — windsurfing, 5:IF
Direct deposit — toll-free number, 11:3
Direct purchase — buying off the shelf, 7:36
Disabilities, benefits — toll-free numbers, 11:3

Drugs — just say "no," 8:IB
Dutch Guiana — survival story, 3:18
Duty Overseas — Rights & Benefits, 7:44

E

Early outs — 5:2
Eclavea, DT2 Eric — and USNS *Mercy*, 7:28
ECP (Enlisted Commissioning Program) — Rights & Benefits, 3:43
Education
airman apprentice training, 3:22
careers in, 6:2
Navy, as re-enlistment incentive, 1:42
scholarships, 1:2
VEAP, 1:2
Egan, Terry — Australian Army warrant officer, adventures in Vietnam, 6:28
Eger, JO3 Kaylee — Navy birthday personality, 10:30
Emergency medical care — at night, 11:38; USNS *Mercy*, 11:23
Equal opportunity — Command managed E.O., 5:39; course offered, 1:3; EEO objectives, 8:3
Exercises
Kernel Potlatch '87-1, 5:18
Kernel Usher '87-1, 5:29
NATO, 1:18
Northern Engagement, 1:20
Northern Wedding '86, 1:FC, 1:26, 1:27, 1:BC
Operation Golden Shield, 1:32
Team Spirit '87, tank landing ship, 6:IF

F

Fitness — see Physical Fitness
Fleet hardening — 4:30
Fleet Hospital Program — 1:32
Flight insurance — 6:2
Floyd, CWO4 Charles F. — beneficial suggestion, 1:38
Foster, QMCS Vernon T. — award established to honor, 9:43
Franklin, Benjamin — Constitution signer, 12:IF
Frocking — policies for Navy officers, 10:3
FTS (Federal Telephone System) — Navy withdraws from, 9:3

G

Garrett, AT1 Allen W. — MilCap award, 6:31
Gokokuji Bell — returned to Okinawa, 10:12
Gore, BT3 Roger — MilCap award, 6:31
Great Wall of China — 2:36
Great White Fleet — cruise of, 4:4; bibliography, 4:15
Greenlaw, OS3 Stephen — Navy birthday personality, 10:39
Griffith, Master Sgt. William — and family, recognized as "Great American Family," 9:44
GUARD III (Guaranteed assignment) — 1:41

H

Hamilton, Alexander — Constitution signer, 11:1B
 Harlan County — visited by ship crew, 9:45
 HARP (Hometown Area Recruiting Program) — 11:2
 Health
 anabolic steroids, 9:2
 NavCare, 5:2; 11:6
 nutrition aboard USS *Enterprise*, 6:44
 suicide prevention, 5:3
 see also AIDS, Navy Medicine, Physical Fitness
 Hidalgo, Edward, former SecNav — started ANSO, 9:42
 Hills, HTC (SW) Paul D. — Naval Reserve Sailor of the Year, 10:4
 Hilterman, Ens. John W. — award, 11:47
 Historical Center, Naval — 9:6
 Hobough, 1st Lt. Charles O. — award, 11:47
 Homeporting, strategic — 4:16
 Horton, ABF2 Ronald — Navy birthday personality, 10:42
 HRMSS (Human Resource Management Support System) — 8:3
 Hudgen, Lt. Cmdr. Earther L. — MilCap award, 6:31
 Hunting and fishing — 3:3
 Husta, Lt. Peter A. — MilCap award, 6:31

I

Icban, EMCS (SW) Eduardo — Navy birthday personality, 10:35
 Iceland — presummit meeting, 1:16

J

Japan
 after hours, 9:28
 bibliography, 9:14
 common phrases, 9:14
 cuisine, 9:32
 dependent model, 9:37
 home visit, 9:30
 intercultural relations class, 9:26
 language class, 9:34
 new hotel (Sanno), 9:15
 places to see, 9:16
 transportation system, 9:36
 travel tips, 9:12
 U.S. Navy in, 9:25
 Job preference — for military spouses, 6:2
 Johnson, K.J. — boxing coach, 8:16
 Jungle Environmental Survival Training (JEST) — 5:26

K

Keflavik, Iceland — 1:16
 Kelso, Adm. Frank B., II — interview with CinCLantFlt, 8:4
 Kendeigh, Ens. Jane — Navy flight nurse, 11:41
 Kernel Potlatch '87-1 — exercise, 5:18
 Kernel Usher '87-1 — exercise, 5:29
 Kettell, AN Patrick — Navy birth-

day personality, 10:36
 Kings Bay Naval Base — construction of, 6:12;

L

Lam, ST1 Warren T. — MilCap award, 6:31
 LDO/CWO program — 1:2
 Legal Assistance — Rights & Benefits, 6:43
 Lehman, John — Secretary of the Navy resigns, 4:32
 Lester, AMS2 Dorothy — Navy birthday personality, 10:40
 Levaugh, TDSC William L. (Ret.) — MilCap award, 6:31
 Limited Duty Officer (LDO) Program — 3:44
 Lodgings-plus — test of modified program, 11:2
 Loos, CWO2 James O. — MilCap award, 6:31
 "Lone Sailor" statue, 9:44
 Lovell, Lt. Cmdr. LaVerne — brain surgeon, 11:26
 Lyons, Adm. James — interview with CinCPacFlt, 5:6

M

MAC (Military Airlift Command) — space available, 3:32; pets, 5:3
 Madison, James — Constitution signer, 10:1F
 Mail — holiday mailing dates, 9:43; wrapping to mail, 9:43
 Managing to Payroll — program description, 9:40
 Marine Corps — scholarships, 1:2; Air Station Tustin, award, 9:42
 Master at Arms rating (MAA) — opportunities in, 2:19
 McClellan, TMC Thomas W. — beneficial suggestion award, 2:39
 McCormack, OSC (SW) Timothy J. — Atlantic Fleet Sailor of the Year, 10:4
 McGriff, DN Flecia — Navy birthday personality, 10:32
 McLean, MU1 Stuart — Navy birthday personality, 10:31
 Medical clinics — NavCare, 5:2; 11:6
 Medical Corps — history, 11:40
 Medical programs leading to a commission — Rights & Benefits, 3:48
 Middle East Task Force — established, 11:2
 MilCap (Military Cash Awards) — 1:38, 2:39, 6:31, 8:40
 Military Family Act — and job preference, 6:2; 10:2
 Miller, HMC Richard — Navy birthday personality, 10:41
 Moores, AE1 William L. — MilCap award, 6:31

N

NATO — exercise, 1:18
 Naval Construction Forces — field hospitals, 1:33
 Naval Education and Training Program and Development Center —

name change, 1:3
 Naval Education and Training Program Management Support Activity — new name, 1:3
 Naval Air Engineering Center — 70th anniversary, 11:46
 Naval Facility Subic Bay, Republic of the Philippines, U.S. Navy Ship Repair Facility — 5:14
 Naval history
 blimps, 6:18
 Borie, USS vs. U-405, 1:10
 Bucklew, Phil H., Navy SEAL, 12:32
 Constitution, USS, 7:7
 Crossing the Rhine, 8:31
 Dental Corps, 11:41
 Great White Fleet, 4:4
 Historical Center, 9:6
 Medical Corps, 11:40
 PT boats, WWII, 6:8
 Navy historian, 4:34
 punishments, 2:18
 reserve officers sought to study, 1:2
 Rose HMS, 10:14
 Shipboard discipline in 1800s, 2:18
 Vietnam, 6:28
 Weitzman, Bernard J., survival story, 3:18
 Naval Medical Command — field hospitals, 1:33; interview with Navy Surgeon General, 11:5
 Naval Reserve — history buffs sought, 1:2
 Naval Reserve Center, Baltimore — fire truck delivery, 8:40
 Naval Reserve Officer Programs — Rights & Benefits, 3:45
 NavCare — new clinics, 5:2; 11:6
 Navy Absentee Collection Unit — 2:20
 Navy birthday — people in jobs, 10:17; personalities, 10:26
 Navy Distinguished Civilian Service Award — 9:45
 Navy Fact File — distribution, 12:2
 Navy medicine
 AIDS — fact update, 11:16; personal account, 11:12
 brain surgeon, 11:26
 CNO message, 11:1F
 emergency room, 11:38
 family practice — 11:32
 flight surgeon, 11:10
 history — 11:40
 interview with Navy Surgeon General, 11:5
 Mercy, USNS, emergency response team, 11:23; visits Philippines, 11:18; pharmacy, 11:36
 testimonial, 11:34
 Navy Memorial — dedication planned, 9:44
 Navy Relief Society — Stark Memorial Scholarship Fund, 11:46
 Navy Occupational Health and Preventive Medicine Workshop — 10:45
 Navy Superior Civilian Service Award — 5:38

NEC (Navy Enlisted Classification code) — 2:3
 Nelson, CPO Andrew — Navy SEAL role model, 12:12
 NJROTC (Naval Junior Reserve Officer Training Candidate) — program description, 6:14; top student, 6:15
 NMPC (Naval Military Personnel Command) — receptionists have answers, 8:2; toll-free numbers, 11:3
 Northern Engagement — exercise, 1:20
 Northern Wedding '86 — exercise, 1:26; 1:27
 NROTC (Naval Reserve Officer Training Candidate) Scholarship Program — 3:48
 Nuclear threat — fleet hardening, 4:30
 Nutrition — aboard USS *Enterprise*, 6:44

O

OCS (Officer Candidate School) Program — Rights & Benefits, 3:44
 Ogle, AME1 Perry — Navy birthday personality, 10:29
 Operation Golden Shield — exercise, 1:32
 OPTEMPO — CNO support, 9:2
 OTIS (Overseas Transfer Information Service) — 3:2
 Overseas Cost of Living Allowance (COLA) — 4:2
 Overseas duty — Rights & Benefits, 7:44
 Overseas Service Ribbon — approved, 9:2
 Overseas tours — lengthen, 11:2

P

Pacheco, CWO3 George — MilCap award, 6:31
 Parachutists, Navy — 3:28
 Patternmakers, Navy — 5:10
 Paydays — change, 9:3
 Payne, PRC John D. — MilCap award, 6:31
 Personal Excellence — Adopt-a-School, *Frank Cable*, USS, 6:39; *Roanoke*, USS, 7:38
 PERSTEMPO (Personnel Tempo of Operations) — 2:2; CNO support, 9:2
 Philippines — boxing coach at Subic Bay, 8:16; Jungle Environmental Survival Training, 5:26; visit by USNS *Mercy*, 11:18; 11:23
 Physical fitness
 aerobics, 1:39
 Chief of Naval Air Training Olympiad Games, 12:44
 Navy Fitness Month, 4:1B
 onboard USS *Coral Sea*, 11:47
 Physical Readiness Program and transfer policy, 8:3
 Pirie Air Traffic Controller of the Year — 5:31
 Ponds, SM1 Thaddeus Jr. — Navy birthday personality, 10:37

POWs — benefits expanded, 9:2
 POW/MIAs — toll-free numbers, 11:3
 Presidential Rank Award — 2:39
 Procurement — direct buying, 7:36
 PT boats — WWII, 6:8
 Punishments — Navy history, 2:18

Q

Qingdao port call — 2:IF; 2:22; 2:30; 2:36
 Quinn, Lt. Cmdr. Robert E. — adventures in Vietnam, 6:28

R

Radio messages home — 12:45
 Recreation — center, Miramar Naval Air Station, 5:13; hunting and fishing, 3:3
 Recruiting — HARP, 11:2
 Reagan, President Ronald — presummit meeting in Iceland, 1:16; USS *Stark* memorial, 6:6
 Re-enlistment — incentives, 1:40
 Reilly, John — Navy historian, 4:34
 Rescue at sea — USS *Theodore Roosevelt*, 5:38
 Retention Team, CNO — 4:3
 Retirement Reform Act — 3:2
 Riggs, Daniel Joy — dependent model in Japan, 9:37
 Rivera, HM3 Heriberto — pharmacy, 11:36
 Rights & Benefits
 advancement, enlisted, 2:42
 commission, paths to, 3:41
 duty overseas, 7:44
 obligations, 8:44
 officer promotions, 5:44
 re-enlistment incentives, 1:40
 selection board, E-7/8/9, 4:42
 UCMJ/Legal Assistance, 6:43
 Robertson, Sean C. — suggestion award, 8:40
 Roosevelt, Pres. Theodore — Great White Fleet, 4:4
 Rose, HMS — replica visits Newport, R.I., 10:14
 Rowe, Lt. Dennis — family practitioner, 11:32
 Russ, Cameron — visiting USS *Missouri*, 1:IF
 Rustin, CM1 Thomas — MilCap award, 6:31

S

Saei, STG1 Joseph — Navy birthday personality, 10:27
 Sailing ships — *Constitution*, USS, see listing in ships' index; *Rose* HMS, 10:14
 Sailors of the Year — for 1987, 10:4; program description, 10:7
 Sarber, BM2 William — helps boy scout tie knot, 3:IF
 Satellite, navigation — Oscar 13, 7:39
 Scholarships — 1:2
 SCORE (Selective Conversion and Re-enlistment) — 1:42
 Seabee divers — 7:14
 SEALs (Sea, Air, Land Teams) air operations, 12:8

Boesch, Rudy BMCN, senior enlisted, 12:15
 Bucklew, Phil H. and special warfare center, 12:32
 BUDS (Basic Underwater Demolition/SEAL training), 12:35
 land operations, 12:10
 Nelson, CPO Andrew, role model, 12:12
 operations worldwide, 12:31
 pictorial, 12:17
 program expansion, 12:38
 qualifications for program, inservice, 12:39
 qualifications for program, new recruits, 12:40
 sea operations, 12:6
 Sea/Shore rotation — for AEs/ATs, 2:2
 Secretary of the Navy (SecNav) — Lehman resigns, 4:32; Webb nominated, 4:33; Webb returns Gokokuji Bell, 10:12
 Security — upgrading Navy Security Force, 6:17
 Selection Board process, E-7/8/9 — 4:42
 Senter, Lt. Rick — flight surgeon, 11:10
 Shipboard discipline — 1800s, 2:18
 SLEP (Service Life Extension Program) — 7:39
 Social Security numbers — required for children, 10:2
 Soviet Navy class ships — see Foreign Ships in ships' index
 Soviet Seapower seminar — 5:36
 Space-available travel — 3:32
 Sports
 boxing, 8:16
 Chief of Naval Air Training Olympiad Games, 12:44
 gymnastics, 1:4
 hunting and fishing, 3:3
 recreation center, 5:13
 Spouses of military — job preference, 6:2; 10:2
 Spurlock, AM2 Richard P. — MilCap award, 6:31
 Spying — Walker case, 2:4
 SRB (Selective Re-enlistment Bonus) — 1:42
 STAR (Selective Training And Re-enlistment) — 1:42
Stark, USS — see listing in ships' index
 Steroids, anabolic — use prohibited, 9:2
 Strategic homeporting — 4:16
 Submarines — repairs to *Trident* subs, 8:12
 Suicide — prevention, 5:3
 Surgeon General, Navy — interview, 11:5
 Survival training — jungle, 5:26

T

Tactical air control group — 5:29
 Taylor, Brian Matthew — new BOOST student, 10:45
 Technology Transfer & Security Assistance, Navy Office of — 12:2
 Telephone systems — Consolidated

Area Telephone System (CATS), 6:39
 Thompson Award for Excellence in Public Affairs — 2:39
 Tour extensions — voluntary, 8:2
 "Trained Sailor" statue — 9:IB
Trident submarines — repairs to, 8:12
 Trost, Adm. Carlisle A.H., Chief of Naval Operations — discusses Navy medicine, 11:IF; interview, 3:4; photo with Muscular Dystrophy Assoc. poster child, 6:IB
 Tuition assistance — 6:2
 Twenty-nine Palms, Branch Hospital — emergency care, 11:38

U

UCMJ (Uniform Code of Military Justice) — Rights & Benefits, 6:43; Supreme Court ruling, 10:2
 Underwater construction teams — 7:14
 Underway replenishment — carrier's lifeblood, 5:32
 Uniforms — don't discard, 9:3; new catalog, 2:2
 Used cars — adventure in the care of, 6:32; buying trip, 6:35

V

VEAP (Veterans Education Assistance Program) — enrollment, 1:2
 Vernon T. Foster Award — 9:43
 Vertical launch system — 8:IF
 Vertical replenishment — of ships, 5:33
 Veterans Administration — Advisory Committee on Women Veterans, 2:2; studies AIDS drug, 8:41
 Vietnam — adventures in, 6:28
 Visosky, AXC (AW) John S — Chief of Naval Operations Sailor of the Year, 10:4

W

W-4 (Withholding Allowance Certificate) — filing requirements, 3:2
 Walker, Arthur James — convicted of espionage, 2:4; 2:9
 Walker, John Anthony Jr. — convicted of espionage, 2:4; 2:9
 Walker, Michael Lance — convicted of espionage, 2:4; 2:9
 Ward, Carter — engineer works with toys, 12:45
 Washington, D.C.
 base facilities, 8:20
 commuting, 8:27
 general information, 8:18
 housing, 8:27
 map, 8:23
 museums, 8:22
 USO, 8:20
 Webb, James H. Jr. — announces Aegis cruiser names, 11:2; nominated Secretary of the Navy, 4:33; returns Gokokuji Bell, 10:12

Weitzman, Bernard J. — personal survival story, 3:18
 Wetherington, AC1 Dennis R. — air traffic controller of the year, 5:31
 "Wheels, The" — 4:BC (painting)
 Whitten, Ens. Jon P. — aviation award, 11:47
 Whitworth, Jerry Alfred — convicted of espionage, 2:5; 2:9
 Wilson, Sharon — Vernon T. Foster award, 9:43
 Women civilians — aboard ship, 8:3
 Women in the Navy — DoD panel established, 12:2; sea/shore rotation, 10:2
 Women veterans — VA report on committee, 2:2
 Writing for NIRA publications — 5:IB

Y

Yack, HMCM Roger W. — testimonial to Navy medicine, 11:34
 Yedynak, BU2 Joseph — Navy birthday personality, 10:43
 Younger, SMC James — jungle survival instructor, 5:26

Z

Zimble, Vice Adm. James A. — Navy Surgeon General, interview, 11:5

Ships, aircraft, units

A

A-6 — 1:27
 A-7 — 1:27; 3:FC
 AH-1 *Cobra* — 5:20
Acadia (AD 42) — serves *Stark*, 9:4
Acconac (YTB 812) — 8:11
 Amphibious Squadron 1 — 1:28
Alabama (BB 8) — Great White Fleet, 4:6
Alaska (SSBN 732) — 1:31
Anzio (CG 68) — named, 11:3
Arleigh Burke class ships (DDG 51) — 4:30; 4:31; praised by IG, 9:44
 Attack Squadron 144 — 3:13

B

Bagley (FF 1069) — 10:27
Bainbridge (CGN 25) — 3:27
Barbel (SS 580) — 9:25
Barry (DD 248) — 1:15
 Battle Group Romeo — 1:38
Belleau Wood (LHA 3) — 5:22; 5:29
Blue Ridge (LCC 19) — 9:BC; 9:24; 9:25
Borie (DD 215) — 1:10

C

C-130 — 10:22; 7:24
 CH-46 *Sea Knight* — 5:20
 CH-53 *Super Stallion* — 5:20
Cable, Frank (AS 40) — Business-Education Partnership Program, 6:39
California (CGN 36) — 3:27

Canopus (AS 34) — 8:13
Card (CVE 11) — 1:10
 Carrier Air Wing 8 — 1:27
 Carrier Group 4 — 1:27
Chosin (CG 65) — named, 11:3
Cochrane (DDG 21) — 9:25
Concord (AFS 5) — 5:33
Connecticut (BB 18) — Great White Fleet, 4:6; 4:10
Constellation (CV 64) — 10:42
Constitution, USS — 3:BC (painting); artwork, 7:6; bicentennial centerpiece, 5:4; duty aboard, 7:7
Coral Sea (CV 43) — BTs, 8:10; 10:1B; runners in hangar bay, 11:47

D

Dale (CG 19) — 10:37
Darter (SS 576) — 9:25
 Destroyer Squadron 13 — 1:28
 Destroyer Squadron 23 — "Little Beavers," 5:34
Dixie (AD 14) — in China 1949, 2:23
Dubuque (LPD 8) — 9:25

E

EP-3B (PR 32) — 9:1F
 E-2C *Hawkeye* — 1:27
 11th Marine Amphibious Unit — in Alaska, 5:20; in *Kernel Usher* 87-1, 5:29
Eisenhower, Dwight D. (CVN 69) — 3:27
Enterprise (CVN 65) — 3:26; 3:27; 10:22; 10:24; galley, 12:44

F

F-14A — see *Tomcat*
 F/A-18 — see *Hornet*
 Fighter Squadron 41 — 1:27
Finback (SSN 670) — 10:20
 Fleet Air Reconnaissance Squadron One — 20,000 flight hours, 9:1F
Fletcher (DD 992) — 1:29
 Foreign ships
Ark Royal, HMS (R 09) (British) — 1:20
Derwent, HMAS (D 49) (Australian) — 1:38
Hobart, HMAS (D 39) (Australian) — 1:38
Parramatta, HMAS (D 46) (Australian) — 1:38
 Soviet Navy class ships —
Grisha, 10:47
Kanin, 3:21
Kashin/MOD Kashin, 4:40
Koni, 12:47
Kotlin, 7:40
Krivak, 8:42
MOD Kildin, 5:40
Petya, 11:45
Skoryy, 9:46
Sovremennyy, 2:40
Udaloy, 1:35
Stuart, HMAS (D 48) (Australian) — 1:38
 Submarines —
 German, U-405; 1:10
 U-256, 1:10
Swan, HMAS (D 50) (Australian) — 1:38

Forrestal (CV 59) — 5:33; SLEP program, 7:39
Franklin, Benjamin (SSBN 640) — 12:1F
Fresno (LST 1182) — 1:31

G

Goff (DD 247) — 1:15
Georgia (BB 15) — Great White Fleet, 4:6

H

HS 12 — 9:25
Hamilton, Alexander (SSBN 617) — 11:1B
Hammond, Francis (FF 1067) — 9:25
Harlan County (LST 1196) — visits namesake, 9:45
 Harrier aircraft — 5:28
Horne (CG 30) — 1:28; 1:29; 3:1F
Hornet (F/A 18) — 10:22; 7:20
Hue City (CG 66) — named, 11:2

I

Illinois (BB 7) — Great White Fleet, 4:6
Inchon (LPH 12) — visits Naples, 9:45
Independence (CV 62) — 2:12; SLEP program, 7:39
Intruder (A 6E) — 10:22
Iowa (BB 61) — 1:BC; 1:21; 1:22; 1:26; 4:17; 4:18; 4:20; 4:28; 4:29; 10:BC
Iwo Jima (LPH 2) — 4:39

K

Kalispell (YT 784) — 4:1F
Kamehameha (SSBN 642) — 10:33
Kansas (BB 21) — Great White Fleet, 4:6
Kansas City (AOR 3) — 1:29
Kearsarge (BB 5) — Great White Fleet, 4:6
Kentucky (BB 6) — Great White Fleet, 4:6
King, John (DDG 3) — 10:39
Kirk (FF 1087) — 1:38; 9:25
Kitty Hawk (CV 63) — 4:17
Knox (FF 1052) — in drydock, 7:1F; 9:25

L

LaJolla (SSN 701) — 10:20
Lexington (AVT 16) — 5:39
Lincoln, Abraham (CVN 72) — 5:38
Lockwood (FF 1064) — 9:25
Long Beach (CGN 9) — 1:38; 3:26
 Los Angeles class submarines — discussed with CinCLantFlt, 8:7
Louisiana (BB 19) — Great White Fleet, 4:6

M

Madison, James (SSBN 627) — 10:1F
Maine (BB 10) — Great White

Fleet, 4:6
McClusky (FFG 41) — 5:34
Mercy, USNS (T-AH 19) — in Philippines, 7:28; 11:8; Philippines cruise, 11:18; 11:BC
Merrill (DD 976) — 1:38
Midway (CV 41) — 9:25
Milwaukee (AOR 2) — 5:33
Minnesota (BB 22) — Great White Fleet, 4:6
Missouri (BB 11) — Great White Fleet, 4:6
Missouri (BB 63) — 1:1F; 4:FC; 4:17; 4:24; 4:28
Mobile Bay (CG 53) — 3:1B; reenacts Civil War battle, 7:32
 Moffet Field, NAS — anti-drug rally, 8:1B

N

Navy Bombing Squadron 131 — 3:18
New Jersey (BB 16) — Great White Fleet, 4:6
New Jersey (BB 62) — 1:38; 2:1B; 4:16; 4:17; 4:22; 4:28; 10:18
Nimitz (CVN 68) — 1:20; 1:22; 1:27; 2:4; 2:6; 3:27; 4:17

O

Oldendorf (DD 972) — 2:23; 2:30; 9:25
Ohio (BB 12) — Great White Fleet, 4:6
Ohio (SSBN 726) — 10:20
Orion (AS 18) — hosts Majorcan children, 8:41

P

P-3 *Orion* — 1:28; engine repairs, 8:40
 PT Task Group 122 — WWII, 6:8
 PV-1 patrol plane — 3:18
Passumpsic (T-AO 107) — 1:38

R

Rayburn, Sam (SSBN 635) — 10:20
Reeves (CG 24) — 2:FC; 2:23; 2:30; 4:IF; 9:25
Rentz (FFG 46) — 2:23; 2:30
Rhode Island (BB 17) — Great White Fleet, 4:6
Roanoke (AOR 7) — adopt-a-school, 7:38
Roark (FF 1053) — 1:29
Roosevelt, Theodore (CVN 71) — 3:14; 3:27; 5:38

S

S-3 — 1:27
 SH-3 — 1:27
Sacramento (AOE 1) — 4:39
Saipan (LHA 2) — 1:21; 1:24; 10:36
St. Louis (LKA 116) — 9:25
San Bernardino (LST 1189) — 9:25
Sanctuary (AH 17) — 2:21; decommissioned, 11:18
Saratoga (CV 60) — 10:38; SLEP program, 7:39; pharmacy, 11:36

Seawolf submarines (SSN 21) — discussed with CinCLantFlt, 8:7
Shiloh (CG 67) — named, 11:3
Shippingport (ARMD 4) — 2:39
Sioux, USNS (T-ATF-171) — with *Mercy* cruise, 11:22
 Soviet ships — see Foreign Ships
Spartanburg County (LST 1192) — 1:FC
Spruance (DD 963) — installation of VLS, 8:1F; off shelf purchase test, 7:37
Stark (FFG 31) — attack on, 6:4
 Casualty Assistance Branch, 7:4
 casualty honored, 9:43
 crew in memoriam, 6:5
 damage control, 10:8
 families receive grants, 7:38
 memorial service, 6:6
 returns home, 9:4
 scholarship fund, 11:46

T

T-2C — 10:28
 Tactical Air Control Squadron 11 (TACRon 11) — 5:29
Tecumseh — Civil War, 7:33
Tennessee — Civil War, 7:33
Thatcher (DD 514) — 5:34
 3rd Fleet — 1:28; in Alaska, 5:18
 13th Marine Amphibious Unit — 1:28
Ticonderoga (CG 47) — class ships, 4:30; ship, 10:35
Tomcat (F 14) — 1:27; 10:22; NAEC 70th anniversary, 11:46
Towers (DDG 9) — 5:14; 9:25
Trenton (LPD 14) — 10:37
 Trident submarines — at Kings Bay, 8:12; 8:BC
Truxtun (CGN 35) — 3:27

U

Underwater Construction Team
 One — Seabee divers, 7:14; 7:BC

V

Vallejo, Mariano G. (SSBN 658) — completes 2,500th patrol, 8:15; 8:BC; 8:13
Valley Forge (CG 50) — Ney award, 11:47
Vermont (BB 20) — Great White Fleet, 4:6
Vinson, Carl (CVN 70) — 1:39; 3:27; 5:22
Virginia (BB 13) — Great White Fleet, 4:6

W

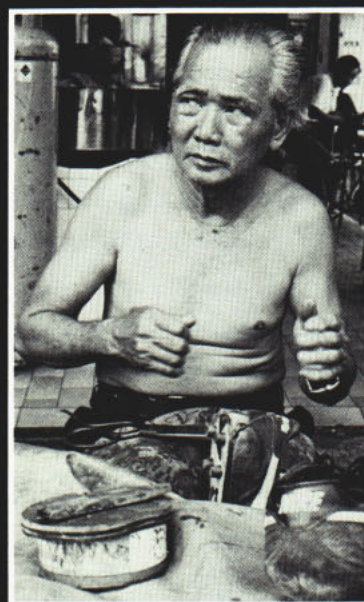
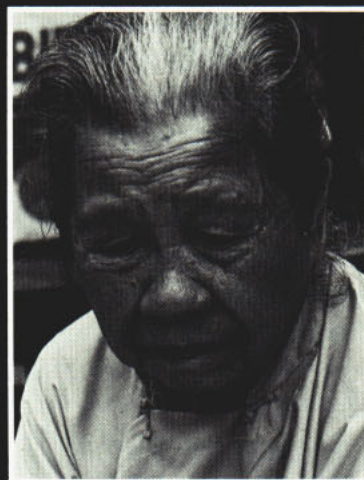
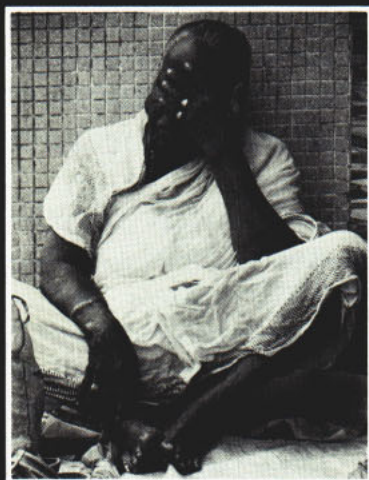
Wabash (AOR 5) — 1:38
Waddell (DDG 24) — 1:29
Washington, George (CVN 73) — 5:38
Wisconsin (BB 64) — 4:17; 4:26; 4:28; overhaul, 6:36

Y

Yorktown (CG 48) — 10:FC; 10:18

Faces of Singapore

Photo essay by JO2 (SW) Greg Lewis



The Lion City, Singapore's name in Sanskrit, seems a fast-paced, modern metropolis to the tourist's eye. Skyscrapers reach for the clouds while expressways transport the carriers of business ever faster into the future. But take a walk down the narrow streets in quiet, almost hidden corners of the city. See the faces of the people with their timeless identities — and reflect on the dignity of life continuing for another day.



Avenger's mine-hunter ● Page 13